APPENDIX "C"

Canada. AIR TRANSPORT BOARD

REPORT

ON

REVIEW OF LICENCES RESPECTING COMMERCIAL AIR SERVICES PURSUANT TO SECTION 13 OF THE AERONAUTICS ACT

LICENCES IN

GROUP 3—SASKATCHEWAN

OTTAWA, CANADA,
APRIL, 1947.

GROUP III - SASKATCHEWAN

ERRATA

Pages 1 & 2	-	Under Licences Nos. CTC (AT) 81 and 85 after "Canadian Pacific Air Lines" add the word "Limited"
Page 11	-	ILE A LA CROSSE, SASK. Under Alighting Area, after "No buoys" insert a period. Under Facilities, after "Repairs" insert "Nil" after "Telegraph" add "Radio"
Page 12	-	LAC LA RONGE, SASK. In the first and second lines, for "Lac la Rouge, Sask." read "Lac La Ronge, Sask." Under Alighting Area, after "No buoys" insert a period.
Page 28	-	At the beginning of the third line of the second paragraph - delete the first word "service".
Page 33	-	In the first line for "an addition" read "an additional".
Pages 64 & 65	-	For "64" read "65"; for "65" read "64".

GROUP III - SASKATCHEWAN

SECTION 1

(1) The licences covered by this review in Group III are as follows:

Licence No. CTC(AT)81

Operator: Canadian Pacific Air Lines

Route: Regina, Moose Jaw, Saskatoon, Prince Albert and North Battleford, in the Province of Saskatchewan.

Licence No. CTC(AT)85

Operator: Canadian Pacific Air Lines

Route: Big River, Buffalo Narrows, Buffalo River, Clear Lake, Contact Lake, Cree Lake, Dore Lake, Fond-du-Lac, Foster Lakes, Goldfields, Ile-a-la-Crosse, Lac-la-Ronge, La Loche, La Plonge/Beauval, Montreal Lake, Pine River, Prince Albert, Souris, Stanley Mission, Stony Rapids, Sulphide Lake, in the Province of Saskatchewan.

Licence No. CTC(AT)14

Operator: M & C Aviation Co. Ltd.

Route: Big River, Meadow Lake, Dore Lake, La Plonge/Beauval, Ile a-la-Crosse, Pine River, Clear Lake, Buffalo River, Buffalo Narrows, Lac La Loche, in the Province of Saskatchewan.

Licence No. CTC(AT)15

Operator: M & C Aviation Co. Ltd.

Route: Prince Albert, Montreal Lake, Lac la Ronge, Sulphide Lake, Dog Lake, Hepden Lake, Stanley, Souris River, Rottenstone Lake, Foster Lakes, in the Province of Saskatchewan.

(2) The history of these licences is as follows:

Licence CTC(AT)81

Pursuant to the provisions of the Air Transport Act 1938, Canadian Pacific Air Lines applied to the Board of Transport Commissioners on January 25th, 1943, for a licence to operate a scheduled commercial air service to transport passengers and goods between the terminal points Regina and North Battleford in the Province of Saskatchewan, and serving the intermediate points of Moose Jaw, Prince Albert, in the Province of Saskatchewan.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)81 on May 12th, 1943, to the company which authorized a scheduled commercial air service between Regina, Moose Jaw, Saskatoon, Prince Albert, North Battleford, in the Province of Saskatchewan.

Since the inception of the Air Transport Board, Licence CTC(AT)81 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)85

Pursuant to the provisions of the Air Transport Act 1938, Canadian Pacific Air Lines Limited applied to the Board of Transport Commissioners on January 25th, 1943, for a licence to operate a scheduled commercial air service to transport passengers and goods between the terminal points Prince Albert and Goldfields, in the Province of Saskatchewan; Prince Albert and Ile a la Crosse, in the Province of Saskatchewan; Prince Albert and Lac la Ronge in the Province of Saskatchewan, and serving the intermediate points Big River, Dore Lake, La Plonge (Beauval), Pine River, Souris, Buffalo Narrows, Buffalo River, Clear Lake, La Loche, Cree Lake, Fond du Lac, Stony Rapids, Foster Lakes, Contact Lake, Stanley Mission, Sulphide Lake, Montreal Lake, all in the Province of Saskatchewan.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)85 on May 12th, 1943, to the company which authorized a scheduled commercial air service between Big River, Buffalo Narrows, Buffalo River, Clear Lake, Contact Lake, Cree Lake, Dore Lake, Fond du Lac, Foster Lakes, Goldfields, Ile a la Crosse, Lac la Ronge, La Loche, La Plonge/Beauval, Montreal Lake, Pine River, Prince Albert, Souris, Stanley Mission, Stony Rapids, Sulphide Lake, in the Province of Saskatchewan.

Since the inception of the Air Transport Board, Licence CTC(AT)85 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)14

Pursuant to the provisions of the Air Transport Act 1938, M & C Aviation Co. Ltd. applied to the Board of Transport Commissioners on December 28th, 1938, for a licence to operate a scheduled commercial air service to transport passengers and goods between the terminal points Big River and Lac La Loche in the Province of Saskatchewan, and serving the intermediate points Dore Lake, Beauval, Ile a la Crosse, Buffalo Narrows, extension to Buffalo Narrows and Lac La Loche with mail under contract with Post Office Department.

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)14 on May 4th, 1939, to the company which authorized a scheduled commercial air service between Big River, Dore Lake, Beauval, Ile a la Crosse, Buffalo Narrows, Lac la Loche, in the Province of Saskatchewan, after supplementary application by the Company the Board of Transport Commissioners amended Licence CTC(AT)14 to read Big River, Meadow Lake, Dore Lake, La Plonge/Beauval, Ile a la Crosse, Pine River, Clear Lake, Buffalo River, Buffalo Narrows, Lac la Loche, in the Province of Saskatchewan.

On March 10th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)14 in lieu of the original licence dated May 4th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)14 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.

Licence CTC(AT)15

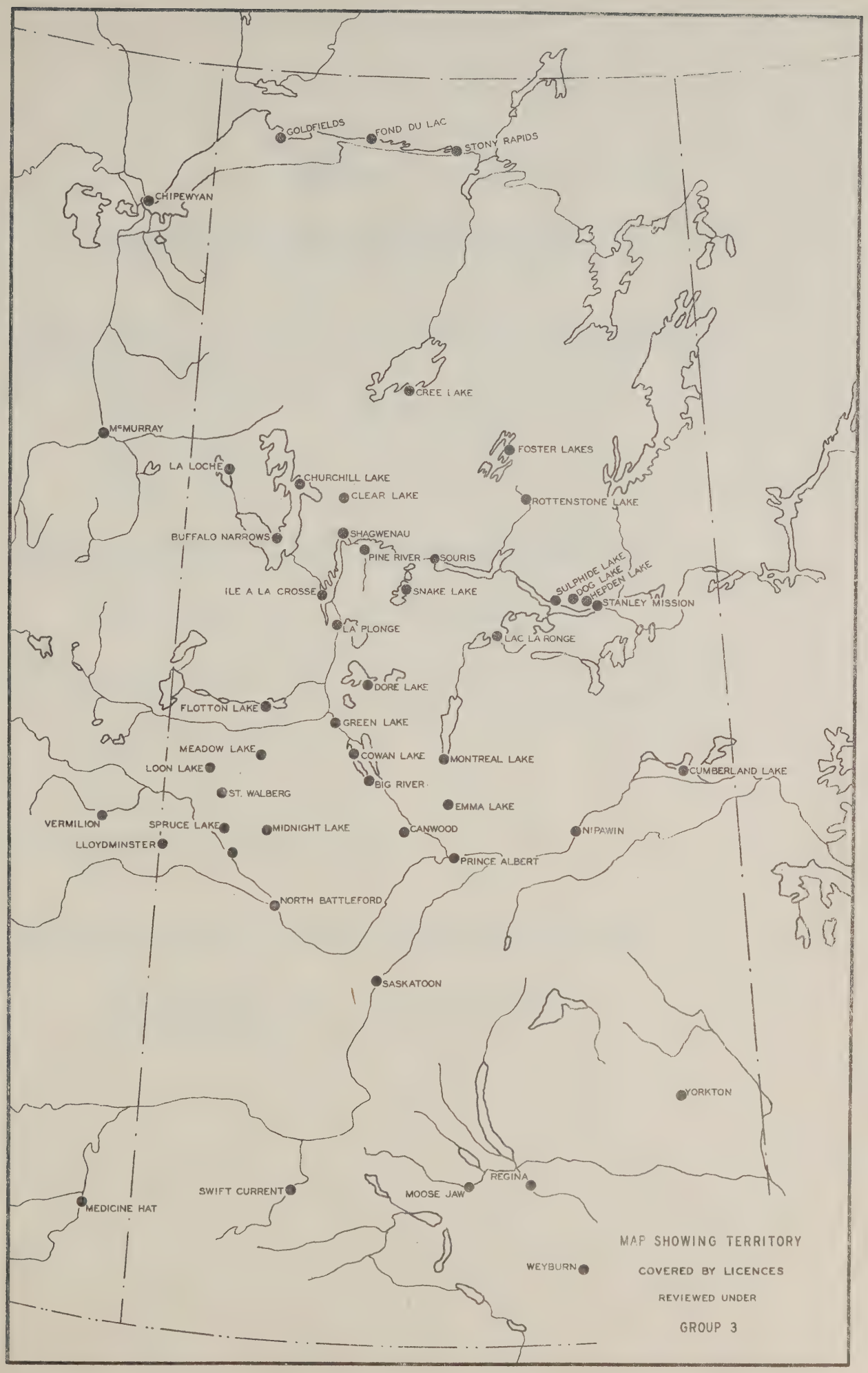
Pursuant to the provisions of the Air Transport Act 1938, M & C Aviation Co. Ltd. applied to the Board of Transport Commissioners on December 28th, 1938, for a licence to operate a scheduled commercial air service to transport passengers and goods between the terminal points Prince Albert and Souris River and Stanley and serving the intermediate points Montreal Lake, Lac la Ronge, Sulphide Lake, Dog Lake and Hepden Lake.

Licence CTC(AT)15 (cont'd)

Subsequently the Board of Transport Commissioners issued Licence CTC(AT)15 on May 9th, 1939, to the company which authorized a scheduled commercial air service between Prince Albert, Montreal Lake, Lac la Ronge, Souris River, Sulphide Lake, Dog Lake, Hepden Lake, Stanley, in the Province of Saskatchewan, after supplementary application by the Company the Board of Transport Commissioners amended Licence CTC(AT)15 on December 21st, 1939, to read Prince Albert, Montreal Lake, Lac la Ronge, Sulphide Lake, Dog Lake, Hepden Lake, Stanley, Souris River, Rottenstone Lake, Foster Lakes, in the Province of Saskatchewan.

On April 5th, 1944, the Board of Transport Commissioners issued a new licence CTC(AT)15 in lieu of the original licence dated May 9th, 1939.

Since the inception of the Air Transport Board Licence CTC(AT)15 has been renewed from time to time by Order of the Board pending the review of former licences, pursuant to Part II, Section 13, of the Aeronautics Act.


GOLDFIELDS
FOND DU LAC
STONY RAPIDS
CHIPEWYAN
CREE LAKE
McMURRAY
FOSTER LAKES
LA LOCHE
CHURCHILL LAKE
CLEAR LAKE
ROTTENSTONE LAKE
BUFFALO NARROWS
SHAGWENAU
PINE RIVER
SOURIS
SULPHIDE LAKE
DOG LAKE
HEPDEN LAKE
ILE A LA CROSSE
SNAKE LAKE
STANLEY MISSION
LA PLONGE
LAC LA RONGE
DORE LAKE
FLOTTON LAKE
GREEN LAKE
MEADOW LAKE
COWAN LAKE
MONTREAL LAKE
LOON LAKE
CUMBERLAND LAKE
BIG RIVER
ST. WALBERG
EMMA LAKE
VERMILION
SPRUCE LAKE
MIDNIGHT LAKE
CANWOOD
NIPAWIN
LLOYDMINSTER
PRINCE ALBERT
NORTH BATTLEFORD
SASKATOON
YORKTON
REGINA
SWIFT CURRENT
MOOSE JAW
MEDICINE HAT
WEYBURN
MAP SHOWING TERRITORY
COVERED BY LICENCES
REVIEWED UNDER
GROUP 3

SECTION 2

Airports and Air Navigation Aids Available

Summary

(a) Airports having all facilities for twenty-four hour operation of airline medium type aircraft.

North Battleford, Sask.	Licences C.T.C. (AT) 81
Regina, Sask.	C.T.C. (AT) 81
Saskatoon, Sask.	C.T.C. (AT) 81
Swift Current, Sask.	
Yorkton, Sask.	

(b) Airports having adequate dimensions for airline medium type aircraft but lacking full air navigation facilities.

Moose Jaw, Sask.	C.T.C. (AT) 81
Prince Albert, Sask.	C.T.C. (AT) 15, 81, 85

(c) Airports with inadequate dimensions, or with few or no facilities or in disrepair.

Assiniboia, Sask.
Broadview, Sask.
Dafoe, Sask.
Moose Jaw (Municipal), Sask.

(d) Seaplane bases with full facilities.

Nil

(e) Seaplane bases with limited facilities and anchorage only.

Emma Lake, Sask.	
Ile a La Crosse, Sask.	C.T.C. (AT) 14, 85
Lac La Ronge, Sask.	C.T.C. (AT) 15, 85
Ladder Lake, Sask.	

(f) Landing Fields and Seaplane Bases with little or no facilities or for emergency use only.

Landing Fields

Boharm, Sask.
Brada, Sask.
Burdick, Sask.
Buttress, Sask.
Caron, Sask.
Chandler, Sask.
Davidson, Sask.
Davidson West, Sask.
Estevan, Sask.
Hagen, Sask.
Halbrite, Sask.
Hamlin, Sask.
Lethburn, Sask.
Moosomin, Sask.
Mossbank, Sask.
Osler, Sask.
Outram, Sask.
Ralph, Sask.
Rhein, Sask.
St. Aldwyn, Sask.
Sturdee, Sask.
Vanscoy, Sask.
Weyburn, Sask.

Seaplane Bases

Big River, Sask.	C.T.C. (AT) 14, 85
Buffalo Narrows, Sask.	C.T.C. (AT) 14, 85
Buffalo River, Sask.	C.T.C. (AT) 14, 85
Camsells Portage, Sask.	
Clear Lake, Sask.	C.T.C. (AT) 14, 85
Contact Lake, Sask.	C.T.C. (AT) 85
Cree Lake, Sask.	C.T.C. (AT) 85
Crooked Lake, Sask.	
Dog Lake, Sask.	C.T.C. (AT) 15
Dore Lake, Sask.	C.T.C. (AT) 15, 85
Fond du Lac, Sask.	C.T.C. (AT) 85
Foster Lakes, Sask.	C.T.C. (AT) 15, 85
Goldfields, Sask.	C.T.C. (AT) 85
Hepden Lake, Sask.	C.T.C. (AT) 15
La Loche, Sask.	C.T.C. (AT) 14, 85
La Plonge-Beauval, Sask.	C.T.C. (AT) 14, 85
Lake Waskesiu, Sask.	
Meadow Lake, Sask.	C.T.C. (AT) 14
Montreal Lake, Sask.	C.T.C. (AT) 15, 85
Pine River, Sask.	C.T.C. (AT) 14, 85
Regina Beach, Sask.	
Rottenstone Lake, Sask.	C.T.C. (AT) 15
Souris River, Sask.	C.T.C. (AT) 15, 85
Stanley Mission, Sask.	C.T.C. (AT) 15, 85
Stoney Rapids, Sask.	C.T.C. (AT) 85
Sulphide Lake, Sask.	C.T.C. (AT) 15, 85

ASSINIBOIA, SASK. Altitude 2370' Landing Field

Position	Air Nav. Chart	Swift Current - Regina
	49° 44' N.	105° 57' W.
	7 miles N. of town	
Runways	Nature Asphalt	Dimensions 2900' x 150'
		2900' x 150'
		2850' x 150'
	Classification	Good
	Ownership	Dominion Government Operated by Department of Transport
Facilities	Repairs Nil	Fuel Nil Oil Nil
	Hangars available	
	Communication	Telephone, Telegraph in town
	Transportation	Road, railway
	Passenger Facilities	Limited at field
	Lighting	Nil
	Radio	Nil
	Radio Range Call Sign	Nil
	Meteorological Facilities	Nil

BROADVIEW, SASK.	Altitude 2030'	Landing Field
Position	50° 15' N.	102° 32' W.
	8 miles S. Broadview	
Runways	Nature Turf	Dimensions 3600' x 600'
		3300' x 600'
		3500' x 600'
	Classification Good	
	Ownership Dominion Government	Operated by Department of Transport
Facilities	Repairs Nil	Fuel 90 on arrangement Oil 100
	Communication	Teletype, Telephone
		Telegraph at Broadview
	Transportation	Taxi to Broadview
	Passenger Facilities	Hotel in Broadview
	Lighting	Rotating beacon, boundary lights, range lights, obstruction lights, course light on control tower
	Radio Range Call Sign	VFD W/T
	Frequencies	Recs. 3105, 3117.5, 6210 Trans. 242
	Meteorological Facilities	Teletype reporting station

DAFOE, SASK.	Altitude 1753'	Landing Field
Position	Air Nav. Chart	Moose Jaw - Watrous
	51° 56' N.	104° 34' W.
	12 miles N. of Dafoe	
Runways	Nature Asphalt	Dimensions 3300' x 150'
		3340' x 150'
		3320' x 150'
	Classification Good	
	Ownership Dominion Government	Dept. of Transport
Facilities	Repairs Nil	Fuel Nil Oil Nil
	Hangars available	
	Communication	Telephone, Telegraph, Radio.
	Transportation	Railway, Road
	Passenger Facilities	Limited accommodation at field
	Lighting	Rotating beacon, code beacon, obstruction lights, flare path (portable elec.)
	Radio Range Call Sign	VFGG W/T
	Frequencies	Recs. 3105 3117.5 6210 Trans. 368

EMMA LAKE, SASK. Altitude 1600' Seaplane Base

Position 53° 35' N. 105° 52' W.

Alighting Area Emma Lake

N/S 1½ miles

NW/SE 2 miles

Break-up April 20

Freeze-up Nov. 1

Sheltered area - tie up to dock - operated by C.P.A.L.

Facilities Repairs Double nose hangar, Workshop Fuel and Oil from Prince Albert

Radio R/T (Dept. of Natural Resources, Sask.)

ILE A LA CROSSE, SASK. Altitude 1380' Seaplane Base

Position	Lac Ile a La Crosse	
	55° 26' N.	107° 54' W.
Alighting Area	Bay E. of Settlement	
	NW/SE 2 miles	
	NE/SW 3 miles	
	Classification	Good
	Break-up	May 10
	Freeze-up	Oct. 15
	No buoys	Anchor or Beach Dock
	R.C.A.F.	Rough during S. & E. winds
Facilities	Repairs	Fuel Yes
	Communication	Telegraph
	Passenger Facilities	Yes
	Radio	Yes

LAC LA ROUGE, SASK. Altitude 1250' Seaplane Base

Position	Lac la Rouge	
	55° 06' N.	105° 17' W.
Alighting Area	Bay E. of Settlement	NNE/SSW 1 mile
	ENE/WSW 1.2 miles	NW/SE 1 mile
	Classification	Good
	Break-up	May 10
	Freeze-up	Oct. 15
	No buoys Dock	Skiplanes in winter
	C.P.A.L. & H.B. Co.	Operated by C.P.A.L. - owned by Chris. Olsen
Facilities	Repairs Limited	Fuel 87

LADDER LAKE, SASK. Altitude 1635' Seaplane Base

Position	Ladder Lake 53° 50' N.	107° 01' W.
Alighting Area	1 Mile E. of Big River	NW/SE 4 miles
	E/W 1.6 miles	N/S 2.5 miles
	Classification Good	
	Break-up 20 April	
	Freeze-up 1 Nov.	
	No buoys, Tie up to dock	
	Operated and owned by Government of Saskatchewan	
Facilities	Repairs Workshop available	Fuel at Big River
	Communication Telegraph at Big River	
	Transportation Train to Big River	
	Passenger Facilities Hotel at Big River	

MOOSE JAW, SASK. Altitude 1879' Landing Field

Position	Air Nav. Chart	Moose Jaw - Watrous
	50° 20' N.	105° 31' W.
	4 miles S. of City	
Runways	Nature Asphalt	Dimensions 2750' x 100' 2750' x 100'
		3050' x 100' 2900' x 100'
		2900' x 100' 2750' x 100'
	Classification Good	Summer only
	Ownership Dominion Government	Operated by Department of Transport
Facilities	Repairs Minor	Fuel 87, 100 Oil 60, 80, 100
	Hangars available	
	Communication	Telephone, Telegraph in City
	Transportation	Bus, taxi, railway
	Passenger Facilities	Limited at field
	Lighting	Rotating beacon, code beacon, contact lights, range lights, lighted wind tee, obstruction lights
	Meteorological Facilities	By telephone from Regina Airport

MOOSE JAW, SASK. (Municipal) Altitude 1860' Landing Field

Position	Air Nav. Chart	Moose Jaw - Watrous	
	50° 24' N.	105° 35' W.	
Runways	Nature Turf	Dimensions	3470' x 500'
			3050' x 500'
			2400' x 500'
	Classification Good	Summer only	
	Ownership Municipal	(Used by C.P.A.L.)	
Facilities	Repairs Nil	Fuel Nil	Oil Nil
	Communication	Telephone, Telegraph	
	Transportation	Railway, Highway, Taxi	
	Passenger Facilities	Accommodation in City	
	Lighting	Boundary lights, flare pots	
	Radio	C.P.A.L. CY9F W/T	
	Frequencies	Recs. 3105 4116	
		Trans. 3105 4116	
		Times 1330 - 1700 hours local time	
		2330 - 0230 hours local time	

NORTH BATTLEFORD, SASK. Altitude 1791' Landing Field

Position	Air Nav. Chart	Wainwright - Battleford
	52° 46' N.	108° 15' W.
	1 mile ESE of City	
Runways	Nature Asphalt	Dimensions 2750' x 100' 2750' x 100'
		2720' x 100' 2860' x 100'
		2750' x 100' 3050' x 100'
	Classification	Good
	Ownership	Dominion Government and North Battleford Operated by Department of Transport
Facilities	Repairs Minor	Fuel 80, 87, 90, 100, Oil 80, 100, 120,
		Hangars available
	Communication	Telephone, telegraph, teletype, radio
	Transportation	Bus, Taxi, Railway
	Passenger Facilities	Limited at field
		Hotels in town
	Lighting	Rotating beacon, code beacon, boundary lights, range lights, contact lights, obstruction lights, flare path, wind tee
	Radio Range Call Sign	VFEU W/T
	Requencies	Recs. 3105 6210
		Trans. 302
	Meteorological Facilities	Teletype reporting station

PRINCE ALBERT, SASK. Altitude 1400' Landing Field
1379' Seaplane Base

Position Air Nav. Chart Saskatoon - Prince Albert

53° 13' N. 105° 41' W. (L.F.) 3 miles N.E. of City

53° 13' N. 105° 45' W. (S.B.)

Runways Nature Turf Dimensions 3000' x 600'

3000' x 600'

3000' x 600'

Classification Good

Ownership Dom. Government & Municipality
Operated by (Municipal (L.F.)
(C.P.A.L. (S.B.)

Alighting Area

Saskatchewan River E. of R.R. bridge

ENE/WSW 1½ miles WNW/ESE 2 miles

Classification Good

Break-up May 5

Freeze-up Oct. 15

No buoys, use dock

Facilities Repairs Minor Fuel 80 & 87 Oil 80 & 100

Communication Telephone, telegraph, teletype, Radio

Transportation Road, Railway

Passenger Facilities Hotels in City

Lighting Nil

Radio C.P.A.L. call CZ5G W/T

Frequencies Recs. 3430 4116 5390 6690
Trans. 3430 4116 5390 6690

Meteorological Facilities Teletype reporting station

REGINA, SASK. Altitude 1886' Landing Field

Position 50° 26' N. 104° 39' W. 3 miles from City

Centre and on western outskirts

Runways Nature Asphalt Dimensions 3300' x 150'

3770' x 150'

3735' x 150'

Classification Good

Ownership Regina and Dominion Government
Operated by Department of Transport

Facilities Repairs Routine maintenance and minor repairs
Hangars available
Fuel 87, 100 Oil 80, 100

Communication Radio, telephone, teletype at field

Telegraph in City

Transportation Bus, taxi, railway

Passenger Facilities Limited at field

Hotels in City

Lighting Rotating beacon, code beacon, approach lights, runway lights, boundary lights, contact lights, range lights, wind tee, obstruction lights

Radio Range Call Sign VFQ W/T

Frequencies Recs. 3105, 3117.5, 6210
Trans. 290

Meteorological Facilities Teletype reporting station

SASKATOON, SASK. Altitude 1624' Landing Field

Position Air Nav. Chart Saskatoon - Prince Albert

52° 11' N. 106° 41' W. 3 miles N. of City

Runways Nature Asphalt Dimensions 2700' x 100' 2700' x 100'

2900' x 100' 2700' x 100'

2450' x 100' 2450' x 100'

Classification Good

Ownership Dominion Government and Saskatoon
Operated by Department of Transport

Facilities Repairs Minor Fuel 73, 87, 100 Oil 80, 100

Hangars available

Communication Telephone, teletype, telegraph, radio

Transportation Bus, taxi, railway

Passenger Facilities Hotels in Saskatoon

Lighting Rotating beacon, code beacon, boundary lights, contact lights, obstruction lights, portable flare path, lighted wind tee

Radio Range Call Sign VFGS W/T

Frequencies Recs. 3105 6210
Trans. 257

Meteorological Facilities Teletype reporting station

SWIFT CURRENT, SASK. Altitude 2680' Landing Field

Position	Air Nav. Chart	Swift Current - Regina	
	50° 17' N.	107° 41' W.	5 miles E. of town
Runways	Nature Asphalt	Dimensions	2830' x 100' 2830'x 100'
			3500' x 100' 3600'x 100'
			2850' x 100' 2850'x 100'
	Classification Good		
	Ownership Dominion Government		Operated by Department of Transport
Facilities	Repairs Minor and Major	Fuel 87	Oil 80, 100
	Communication	Telephone, teletype, telegraph, radio	
	Transportation	Bus, Taxi	
	Passenger Facilities	Limited at field	
		Hotels in City	
	Lighting	Rotating beacon, code beacon, boundary lights, range lights, contact lights, obstruction lights, lighted wind tee, portable flare path	
	Radio Range Call Sign	VFK W/T	
	Frequencies	Recs. 3105, 3117.5, 6210 Trans. 314	
	Meteorological Facilities	Teletype reporting station	

YORKTON, SASK. Altitude 1634' Landing Field

Position Air Nav. Chart Broadview - Dauphin

51° 16' N. 102° 27' W.

3½ miles N. of Yorkton

Runways Nature Asphalt Dimensions 2720' x 100' 2720' x 100'

3850' x 100' 3200' x 100'

3000' x 100' 3300' x 100'

2600' x 100' 2100' x 100'

Classification Good

Ownership Dominion Government Operated by R.C.A.F.

Facilities Repairs Minor Fuel 87 Oil 60, 80, 100

Hangars available

Communication Telephone, teletype, radio

Transportation Taxi

Passenger Facilities Limited accommodation at field

Lighting Rotating beacon, code beacon, contact lights, range lights, obstruction lights, portable flare path

Radio Range Call Sign VFGF W/T

Frequencies Recs. 3105, 3117.5, 6210
Trans. 385

Meteorological Facilities Dependent forecast station
Short flight forecasts

SECTION 3

SERVICES RENDERED

The service rendered under the existing licences as at October 7th is as follows:

LICENCE NO. 81

In this licence, five different points are named, all of which receive regular scheduled service.

Schedule

Regina - Saskatoon - North Battleford, Sask.

Read down					Read up
61 Daily inc. Sun.	63 Daily exc. Sun.			64 Daily exc. Sun.	62 Daily inc. Sun.
AM	PM			PM	PM
8:00	7:45	Lv. Regina	Ar.	10:25	4:10
8:20		Ar. Moose Jaw	Lv.		3:45
8:30		Lv. Moose Jaw	Ar.		3:35
9:30	8:55	Ar. Saskatoon	Lv.	9:20	2:35
9:40		Lv. Saskatoon	Ar.		2:25
10:20		Ar. Prince Albert	Lv.		1:45
10:30		Lv. Prince Albert	Ar.		1:35
11:25		Ar. North Battleford	Lv.		12:45
AM	PM			PM	PM

Equipment: Twin Engine Landplane: Beechcraft

All of the points named in this Licence No. 81 receive service as set out in the above schedule.

LICENCE NO. 85

With the exception of Goldfields, Fond du Lac and Stony Rapids, none of the points named in this licence has been served by the licencee since October, 1942. Goldfields, Fond du Lac and Stony Rapids have also not been served direct from Prince Albert under this licence since October, 1942, but have received service from McMurray, Alberta under another licence.

LICENCE NO. 14

In this licence ten different points are named. Of these, four are served as regular scheduled stops, five are served only on prior arrangement, and one is not served at all.

Schedule

Big River - Buffalo Narrows - Lac la Loche

Read down				Read up
	(Lv.	Big River	Ar.)	
Weekly	(Lv.	Dore Lake	Lv.)	Weekly
every Friday	(Lv.≠	La Plonge Beauval	Lv.≠)	every Saturday
	(Lv.	Ile a la Crosse	Lv.)	
	(Ar.	Buffalo Narrows	Ar.)	
Monthly every first Friday	Ar.	Lac la Loche	Lv.	Monthly every first Saturday

≠ Stops only when arranged prior to flight.

Meadow Lake)
Pine River) Served only under
Clear Lake) prior arrangements
Buffalo River)

All of the points named in this Licence No. 14 receive service as set out in the above schedule, with the exception of Big River. The service under this licence operates from base at Prince Albert, and Big River is not served at all.

LICENCE NO. 15

In this licence ten different points are named. Of these, three are served as regular scheduled stops, three receive service only by prior arrangements, and four receive no service at all.

Schedule

Prince Albert - Lac la Ronge - Stanley, Sask.

Prince Albert) Weekly flights every
Lac la Ronge) Wednesday in each
Stanley) direction

Licence No. 15 - Schedule (cont'd)

Montreal Lake	)
Sulphide Lake	)
Dog Lake	) Served on the weekly
Hepden Lake	) Wednesday flights only
Souris River	) if prior arrangements
Rottenstone Lake	) made
Foster Lakes	)

All of the points named in this Licence No. 15 receive service as set out in the above schedule, with the exception of Dog Lake, Hepden Lake, Souris River, and Rottenstone Lake. Lack of traffic to these points would indicate that they do not now receive any service at all under this licence.

SECTION 4

AIR SERVICES IN AREA OTHER THAN THOSE UNDER REVIEW

The following air carriers have applied for and have been granted a licence or a favourable decision by the Air Transport Board to operate -

(A) Scheduled Commercial Air Service:

NIL

(B) Non-scheduled between Specific Points:

NIL

(C) Non-scheduled Charter from Designated Base:

Name of Air Carrier	Base	Decision	Licence No.
Department of Public Health	Regina & Prince Albert		25/46(C)
M & C Aviation Co. Ltd.	Prince Albert		33/46(C)
M & C Aviation Co. Ltd.	Big River		34/46(C)
Grest Motors Flying Service	Humboldt		45/46(C)
Austin Ingham	Yorkton	July 15/46	
Kenneth Graham Nicholson	Estevan	Dec. 20/46	

SECTION 5

SURFACE TRANSPORTATION FACILITIES

For the purpose of reviewing the surface transportation facilities available to the public, it is proposed to consider the area covered by this group of licences under the following two sub-divisions:

(1) The area south of Prince Albert, including Vermilion in northeast Alberta, and

(2) The area north of Prince Albert.

The surface transportation facilities in each of the above two sub-divisions, by type of agency, are summarized as follows:

(1) Area south of Prince Albert, including Vermilion, Alberta

(a) Water
There are no water transportation facilities in this area.

(b) Rail
The area is served in varying intensity, both by the Canadian National and Canadian Pacific Railways.

Between Regina and Vermilion, a distance of 382 rail miles, there is one through service daily in each direction, which is part of the Canadian National Railway's through passenger service between Winnipeg and Edmonton. The shortest elapsed time for the through rail journey is 17 hours 5 minutes.

The frequency of the rail service for the component sections of the through route varies in intensity.

Between Regina and Moose Jaw, a rail distance of 42 miles, there are 11 services per week in each direction, of which 8 are Canadian Pacific and 3 Canadian National. Five of the Canadian Pacific services are daily and three are daily except Sunday. Three of the daily services are part of the through Montreal - Vancouver service. The three Canadian National services are made up of a tri-weekly service outbound from Regina on Monday, Wednesday and Friday, and inbound to Regina on Tuesday, Thursday and Saturday, and 2 services in each direction outbound from Regina on Friday and inbound to Regina on Saturday.

The shortest elapsed rail travel time between Regina and Moose Jaw is 55 minutes.

Between Regina and points beyond Moose Jaw rail services progressively taper off. Between Regina and Saskatoon, a rail distance of 162 miles, there are 4 services in each direction, of which 3 are daily services and 1 daily except Sunday. The Canadian National operates two daily services, one of which is part of the Winnipeg - Edmonton Service. The Canadian Pacific operates one daily service, and one daily except Sunday. The shortest elapsed travel time for the Regina - Saskatoon service is 5 hours 40 minutes.

Between Regina and Prince Albert, a rail distance of 219 miles, there are 3 services per week in each direction, 2 of which are daily and 1 daily except Sunday. The Canadian National operates 1 daily service and 1 daily except Sunday, and the Canadian Pacific 1 daily service. The shortest elapsed travel time is 8 hours and 30 minutes.

Between Regina and North Battleford, a rail distance of 258 miles, there is 1 daily and 1 tri-weekly service in each direction. The Canadian National operates a daily service as part of the Winnipeg - Edmonton service. The tri-weekly service is circuitous, and is a combination of the Regina - Prince Albert and Prince Albert - North Battleford services. The shortest travel time consumed for this trip is 11 hours 25 minutes.

The following table summarizes the total rail services for the principal points under consideration:

Railway Passenger Services between Regina and Designated Points

Frequency	Moose Jaw	Saskatoon	Prince Albert	North Battleford	Vermilion
Daily	5	3	2	1	1
Daily except Sunday	3	1	1	-	-
Tri-weekly	1	-	-	-	-
Bi-weekly	-	-	-	-	-
Weekly	2	-	-	-	-

In addition to the above services to and from Regina, there are several local services connecting points along the route. The Canadian National Railway operates a bi-weekly service between Saskatoon and Prince Albert outbound from Saskatoon, on Tuesday and Saturday, and inbound to Saskatoon on Monday and Friday. Between Prince Albert and North Battleford, the Canadian National Railway operates a tri-weekly service outbound from Prince Albert on Monday, Wednesday and Saturday and inbound to Prince Albert on Tuesday, Thursday and Saturday. It is possible by means of these two local services to travel from North Battleford to Regina, but it is an alternative of marked inferior quality in terms of travel time as compared with the through North Battleford - Regina service.

The following table summarizes the shortest elapsed travel times between the rail centres under consideration:

Shortest Rail Travel Time Consumed between Designated Points

	Regina	Moose Jaw	Saskatoon	Prince Albert	North Battleford	Vermilion
Regina	-	0:55	5:40	8:30	11:25	17:05
Moose Jaw	0:55	-	7:35	10:55	13:15	18:55
Saskatoon	5:40	7:35	-	2:55	3:30	9:10
Prince Albert	8:30	10:55	2:55	-	5:00	13:50
North Battleford	11:25	13:15	3:30	5:00	-	4:55
Vermilion	17:05	18:55	9:10	13:50	4:55	-

Between Saskatoon and Edmonton the Canadian National operates three daily services, two of these direct and the third a circuitous service service via North Battleford and Vermilion. The direct services are performed by the transcontinental trains from the East to Vancouver. The rail distance covered by these two services is 330 miles, and the travel time consumed is 8 hours 5 minutes. The distance of the circuitous service, on the other hand, is 350 miles and the total elapsed travel time is 13 hours 45 minutes.

(c) Highway

The traffic centres under consideration are served by the Saskatchewan Transportation Company and the Western Canadian Greyhound Lines.

The condition of the highways over which these services are operated may be classified as good, and are such as to permit an uninterrupted year-round service. For the greater part, they are hard surfaced, and those sections not hard surfaced are constructed of high-grade gravel. The Saskatchewan Government maintains adequate motorized snow equipment to keep the roads open during the winter. It would appear that only under extremely abnormal winter conditions is there any serious interruption of highway services.

There is no through highway passenger service between Regina and Vermilion paralleling the air transportation route. To travel by bus from Regina to Vermilion via the air route necessitates changes at the intermediate points Moose Jaw, Saskatoon, Prince Albert and North Battleford. For the bus distance of 606 miles, the shortest elapsed travel time via the air route, by combining the fastest route segment bus services, is 36 hours 52 minutes.

There is, however, a through daily highway service in each direction between Regina and Vermilion via Moose Jaw and Saskatoon, a distance of 438 miles. By combining services of the Saskatchewan Transportation Company, and the Western Canadian Greyhound Lines, it is possible to cover the journey between Regina and Vermilion in 15 hours 22 minutes.

Over the individual local route sectors there are a number of highway passenger services. Between Regina and Moose Jaw there are 7 services per day in each direction. Between Moose Jaw and Saskatoon, Saskatoon and Prince Albert, and North Battleford and Vermilion, there are two services per day in each direction, and between Prince Albert and North Battleford one service daily in each direction.

The shortest elapsed highway travel time between the above component sectors of the route are as follows:

Route Sector	Elapsed Time
Regina - Moose Jaw	1:20
Moose Jaw - Saskatoon	5:30
Saskatoon - Prince Albert	3:55
Prince Albert - North Battleford	5:10
North Battleford - Vermilion	4:35

The following comparative table summarizes the shortest travel time consumed for rail and highway passenger services, both for the through route and the individual sectors of the route:

		Regina	Moose Jaw	Saskatoon	Prince Albert	North Battleford	Vermilion
Regina							
Moose Jaw	Rail	0:55					
	Bus	1:20					
Saskatoon	Rail	5:40	7:35				
	Bus	7:10	5:28				
Prince Albert	Rail	8:30	10:55	2:55			
	Bus	10:27	11:08	3:55			
North Battleford	Rail	11:25	13:15	3:30	5:00		
	Bus	11:07	9:25	2:57	5:10		
Vermilion	Rail	17:05	18:55	9:10	13:50	4;55	
	Bus	15:22	14:15	7:42	12:07	4:35	

(d) Winter Tractor

There are no winter tractor services in this area.

(2) Area North of Prince Albert

(a) Water

There is no organized commercial water transportation in this area.

(b) Rail

Between North Battleford and Meadow Lake the Canadian Pacific Railway operates one rail service per week in each direction. The rail distance between these centres is 148 miles, and the elapsed travel time is 10 hours.

Between Prince Albert and Meadow Lake the Canadian Pacific Railway operates one rail service per week outbound from Prince Albert on Monday, and inbound to Prince Albert on Thursday. The rail distance between these centres is 154 miles, and the elapsed travel time is 10 hours 30 minutes.

(c) Highway

Several highways radiate northwards out of North Battleford and Prince Albert. From North Battleford a hard surfaced highway runs north a distance of 22 miles to Cochin on Lake Murray. From Cochin to Midnight Lake to a point approximately 10 miles south of Meadow Lake, a distance of 34 miles, the highway is of the standard earth grade, at whith point the remainder of the highway into Meadow Lake, a distance of 11 miles, is gravel surfaced. From Meadow Lake the highway continues to Flotten Lake, a distance of 44 miles, as a standard earth grade road.

A second highway runs from North Battleford to Loon Lake, a distance of 114 miles. From North Battleford to Mervin, a distance of 59 miles, the highway is hard surfaced. From Mervin to Spruce Lake, a distance of 18 miles, the highway continues as a standard earth grade road.. From Spruce Lake to a point approximately 3 miles due north of St. Walburg, a distance of 15 miles, the highway is hard surfaced, at which point it reverts to a standard earth grade road for a distance of approximately 13 miles, and from this point in to Loon Lake, a distance of 9 miles, it is gravel surfaced.

From Prince Albert one highway runs northwest to Big River, a distance of 81 miles, and a second due north to Montreal Lake, 95 miles distant. The Prince Albert - Big River highway is a combination of hard surfaced, gravel surfaced and standard earth grade road. From Prince Albert to Canwood, 44 miles away, the highway is hard surfaced. From Canwood to Debden, a distance of 15 miles, it is gravel surfaced, and from Debden to Big River, a distance of 22 miles, it is a standard earth grade road.

The road to Montreal Lake, via Emma, Sandy and Waskesiu Lakes, is a combination of hard and gravel surfaced construction. The explanation for this long stretch of excellent highway is the fact that it is the main Saskatchewan arterial highway into and through the Prince Albert National Park. A high standard of highways is necessary to attract the lucrative tourist traffic.

Supplementing the above north Saskatchewan highways, there are a number of summer roads. From Montreal Lake, the northern terminus of the Prince Albert-Montreal Lake highway noted above, a summer road continues to La Ronge, a distance of 52 miles. A second summer road runs from Green Lake to Cowan, a distance of 15 miles, connecting with the highway running from Big River on Cowan Lake to Prince Albert, via Debden and Shellbrook. From Green Lake the road forks in three directions, southwesterly to Meadow Lake, 30 miles, due north to Sted Lake, 45 miles, and northwesterly to Lac Ile a la Crosse, 85 miles. A third summer road runs southeast from Goodsoil to Loon Lake, a distance of 25 miles, where it joins the highway running from Loon Lake to North Battleford.

A short summer road runs between Primrose Lake and Beaver Crossing, a distance of 37 miles, via Cold Lake. Another summer road runs from Nipawin to the west shore pf Candle Lake, a distance of 85 miles, via Love and Paddockwood.

By making use of the lakes in the winter, a large number of winter roads are available as surface transportation facilities. From Ile a la Crosse, winter roads run northeast to Cree, Churchill and Methy Lakes. The Ile a la Crosse - Cree road runs via Porter and Sandy Lakes. The Ile a la Crosse - Churchill road runs along the southwest and southeast shores of the two lakes, respectively. The Ile a la Crosse - Methy road runs via Peter Pond Lake. A winter road runs northeast from Churchill Lake via Frobisher, Spear and Black Birch Lakes to Sandy Lake. This road connects with the winter road running from Lac Ile a la Crosse to Cree Lake via Sandy Lake. Two winter roads run from La Ronge to McLennan and MacIntosh Lakes. The first of these runs across Lac La Ronge to Stanley and then north to McLennan Lake. The other runs across Nemiben Lake to Birch Rapids then north to the northwest tip of McIntosh Lake. From Birch Rapids a winter road runs southwest to La Plonge via Churchill, Snake and La Plonge Lakes.

The Province of Saskatchewan has under consideration a number of extensions to the existing summer roads. It is proposed to extend the North Battleford - Waterhen road to Churchill Lake via Flotten, Macallum, Canoe and Arsenault Lakes; the Green Lake - Sted Lake road to Dore and Smoothstone Lakes; and the Nipawin - Love road northeast to Amisk Lake, via the west shore of Cumberland Lake.

The following summer and winter road transportation services are available to the public in this area:

The Saskatchewan Transportation Company operates services out of North Battleford and Prince Albert, serving centres situated on the four main highways. From North Battleford to Meadow Lake, 104 miles, a daily service in each direction is operated via Glaslyn. The elapsed time for this service is 3 hours 30 minutes. Between North Battleford and Loon Lake, two daily services are operated. One is operated direct via Edam and St. Walburg. The elapsed time for this trip, a distance of 128 miles, is 4 hours 30 minutes. The second service is circuitous, and is only possible by combining the North Battleford - Meadow Lake and Meadow Lake - Loon Lake services. The scheduling of the two services is co-ordinated, however, to provide through facilities. The elapsed time for this service is 5 hours 20 minutes, compared with the direct service travel time of 4 hours 30 minutes.

Between Prince Albert and Big River, 88 miles, there is a daily service via Debden. The elapsed time for this service is 3 hours 40 minutes. Between Prince Albert and Montreal Lake, 94 miles, a summer bus service is operated through the Prince Albert National Park.

Road services to the north, radiating out of Meadow Lake, are operated by two trucking companies to Ile a la Crosse, Buffalo Narrows and Patchenak. The frequency of the service is one trip per week in the summer and two trips per week in the winter in each direction by each operator, making a frequency of two summer and four winter services per week in each direction.

The yearly continuity of the service is interrupted for 6 weeks in the spring during the break-up season. The elapsed travel time between Meadow Lake and Ile a la Crosse in the summer is approximately 3 days and in the winter 15 hours. There are two reasons for the more expeditious winter travel time. The first, and the more important of the two, is that by utilizing the frozen lakes during the winter a more direct, and, therefore, shorter route is available. The second reason is that the frozen winter road surface makes possible a much higher travel speed than the soft summer roads.

A third transportation company operates out of Big River to Ile a la Crosse via Green Lake and Beauval summer and winter. In the winter the service is extended from Ile a la Crosse to Buffalo Narrows. There is no regular scheduling of these services, but they are operated having regard to both the available traffic and the condition of the roads. The average frequency during the summer of 1946 was one trip per week in each direction. During the winter the frequency averages one to three services daily in each direction. The elapsed time for the winter service is 1½ to 2½ days, and for the summer service 2 to 5 days, depending upon the condition of the road. The winter extension

to Buffalo Narrows requires an addition 12 hours to complete. The summer fleet consists of 5 to 6 trucks, and the winter 15 to 20 trucks. The services are operated the year round with two short interruptions in November and April during freeze-up and break-up periods. The service between Big River and Ile a la Crosse begins in the middle of May and continues until November. It recommences in December and is continuous until the latter part of April.

(d) Winter Tractor Service

The truck company operating out of Big River also operates winter tractor services. These not only operate from Big River to Ile a la Crosse and Buffalo Narrows, but also to Dore Lake, Snake Lake, Shagwenau, Elbow Lake, Churchill Lake and Cree Lake.

The services are operated continuously throughout the winter season from mid-November to mid-April on a schedule of 2 services per week in each direction, to all points covered by their regular service. Like the company's truck services, the tractors are equipped with snowploughs and consequently are able to operate uninterrupted winter services.

The elapsed travel time between Big River and Dore Lake is 20 hours; between Big River and Ile a la Crosse 35 hours, and between Big River and Cree Lake 90 hours.

SECTION 6

ECONOMIC CHARACTERISTICS

The economic characteristics of the areas of Saskatchewan covered by the licences under review fall quite naturally into two groups:

(a) Those pertaining to developed communities between Regina and Prince Albert, and

(b) Those pertaining to a district where no important settled communities have been established but, on the other hand, is recognized as contributing considerably to the wealth of the Province in the fields of fur trading, fishing and lumbering industries.

This natural division of economic characteristics will be followed in this section dealing with economic characteristics.

(1) GENERAL REVIEW OF THE AREA

AREA SOUTH OF PRINCE ALBERT

This section of Saskatchewan is one where agriculture predominates, being located in the centre of the wheat belt of Western Canada. It is crisscrossed by railway lines and highways, all built for the prime purpose of moving the wheat crop. Of the three Prairie Provinces, the Province of Saskatchewan is the most important for the production of wheat. In the crop year 1945 it produced 162,000,000 bushels of spring wheat, which represents twice the production of Alberta and four times that of Manitoba. Another indication of the importance of agriculture to Saskatchewan is apparent from the following table, which shows the value of field crops by Provinces, for the year 1945:

Province	Value of Field Crops 1945
	$
Prince Edward Island.....	18,755,000
Nova Scotia.....	19,801,000
New Brunswick.....	34,138,000
Quebec.....	153,765,000
Ontario.....	229,158,000
Manitoba.....	132,943,000
Saskatchewan.....	302,904,000
Alberta.....	174,622,000
British Columbia.....	23,679,000
Total.....	1,089,765,000

The review of the licences is primarily concerned with the economic characteristics of the points served by the licensees. Consequently, detailed economic data will be analysed for the following cities:-

Regina

Regina, in addition to being the capital of the Province of Saskatchewan, is its most important industrial and commercial centre. It is also the largest city of Saskatchewan in terms of population. The last Dominion census reports a population of 58,245, and it was indicated at the hearing by a representative of the Regina Board of Trade that the population in August, 1946, according to the ration book distribution, was in excess of 63,000. This would mean an increase of 10,000 people in the 15-year period 1931-1946. The distribution of the population in Regina at the last census date, by ethnological groups, was as follows:

ORIGIN	POPULATION
British.....	37,501
French.....	1,855
German.....	7,428
Hungarian.....	1,144
Polish.....	1,024
Roumanian.....	1,279
Scandinavian.....	1,522
Ukranian.....	1,531
Austrians.....	943
Jewish.....	944
Netherlanders.....	904
All Others.....	2,170
Total.....	58,245

The headquarters of the General Superintendent of the Saskatchewan District of the Canadian Pacific Railway is located in Regina, where the Company also operates a 280-room hotel. In addition to the Canadian Pacific hotel, mention should be made of three other hotels which cater to the general travelling public, the Drake with 150 rooms, the King's with 150 rooms, and the La Salle with 80 rooms.

Many of the industries located in Regina are primarily connected with agriculture, such as grain and feed, agricultural implements, fertilizers, etc. The manufacturing statistics for the last year available show that in 1944 Regina had 104 establishments with a payroll of 3,184 people, representing annual salaries in excess of $5,500,000, and a gross production value of $42,261,000. These establishments were classified as flour and feed, bakeries, breweries, tanneries, slaughtering and meat-packing houses, butter and cheese factories, clothing, awning, paper products, printing, machine shops, automobile supplies, jewellery, paints and chemicals, and furniture. The greatest contribution to the gross manufacturing production is made by the slaughtering and meat packing and the petroleum industries.

There are very few tourist attractions in Regina outside of the Provincial museum, the legislative buildings and the headquarters of the Royal Canadian Mounted Police. The exhibition which is held for one week during August is one of the main attractions of the year.

Regina is also an important wholesale distributing centre. The Robert Simpson Company has its mail order house for the west located in this city. The retail sales volume at Regina is higher than at any other city in Saskatchewan.

The principal economic characteristics of Regina for the year 1941, on a 25-mile radius basis, are summarized in the following table:

Population	(No.)	69,774
Retail Sales	($1000)	39,143
Retail Sales per Capita	($)	561
Wholesale Sales	($1000)	52,116
Postal Revenue	($1000)	1,214
Manufacturing Gross Production	($1000)	25,967
Wage-Earners	(No.)	20,376
Earnings of Wage-Earners	($1000)	19,507
Average Earnings	($)	957
Telephones	(No.)	15,201
Telephones per 1,000 Population	(No.)	217.8
Motor Vehicles	(No.)	11,680
Motor Vehicles per 1,000 Population	(No.)	167.3

Moose Jaw

Moose Jaw is located 42 miles west of Regina, on the main line of the Canadian Pacific Railway. It is a city with a population of 20,753 in 1941, which is a slight decrease from the previous census, but according to the quinquennial census taken in June, 1946, the population is reported at 22,599. The distribution of the 1941 population, by principal racial groups, is reported as follows:

ORIGIN	POPULATION
British.....	15,909
French.....	605
German.....	723
Scandinavian.....	933
Ukranian.....	973
Polish.....	351
Chinese.....	261
Netherlanders.....	243
All Others.....	755
Total.....	20,753

The leading industries, according to their production values in 1944, are slaughtering and meat packing, petroleum products, fur, and feed mills. They represent 9 of the 44 manufacturing plants reported for that year. The employees engaged in the manufacturing industry as a whole were 1,627, with salaries and wages of $2,529,167, and the total production was reported at $35,500,000. Compared with the year 1941, the value of production shows an increase of $14,000,000, with approximately the same number of plants, but an increase of 500 employees and $900,000 in salaries and wages paid. Recently there was established in Moose Jaw a vegetable oil concern and a starch and glucose plant, and the Government of the Province of Saskatchewan has opened up a woollen mill.

Moose Jaw expects its recent development in industrial production to be accentuated by cheap coal deposits which are being developed in its vicinity and by its commercial electric power rates which are the lowest in the Province. Until recent improvements were made the water supply was one of the drawbacks to industrial development.

At Moose Jaw the Minneapolis and Chicago (Soo Line) rail services of the Canadian Pacific Railway join the trans-continental line.

The retail and wholesale trade volume at Moose Jaw is considerably less than at Regina, but it is reported that the farming area, to which Moose Jaw acts as a distributing centre, is superior to that in the vicinity of Regina, and includes such points as Outlook, Swift Current, Assiniboia and Shaunavon.

Moose Jaw itself is not a tourist centre, although the surrounding country offers duck hunting in the fall; this attraction has become so important that field trials for hunting dogs bring to Moose Jaw many visitors.

The principal 1941 economic characteristics of Moose Jaw pertaining to the 25-mile radius, are summarized below:

Population	(No.)	28,974
Retail Sales	($1000)	11,852
Retail Sales per Capita	($)	409
Wholesale Sales	($1000)	9,020
Postal Revenue	($1000)	165
Manufacturing Gross Production	($1000)	21,106
Wage-Earners	(No.)	7,181
Earnings of Wage-Earners	($1000)	6,832
Average Earnings	($)	951
Telephones	(No.)	5,098
Telephones per 1,000 Population	(No.)	176
Motor Vehicles	(No.)	5,144
Motor Vehicles per 1,000 Population	(No.)	177.5

Saskatoon

Saskatoon is the largest centre in Northern Saskatchewan. The population in 1941 was reported at 43,027, being a slight decrease from the previous census of 1931. The principal racial groups making up the population in Saskatoon in 1941 are reported as follows:-

ORIGIN	POPULATION
British.....	29,887
French.....	1,618
German.....	2,105
Netherlanders.....	1,538
Polish.....	715
Jewish.....	703
Scandinavian.....	1,674
Ukranian.....	2,395
Russian.....	771
All others.....	1,621
Total.....	43,027

In Saskatoon is located the University of Saskatchewan, the only university in the Province. Recently the Dominion Government has authorized the establishment at the university of an experimental laboratory for Western Canada, and the university itself has started a new medical school.

The Wheat Pool is reported to be planning the construction of new plants involving an initial expenditure of $3,000,000, for the processing of grain products, i.e, flour, mixed feed, oil from flax, glycol, glucose, etc. Plants are also being constructed for the piping of natural gas from Lloydminster. The types of industry located in Saskatoon are very similar to those of Regina, being primarily concerned with the distribution of agricultural implements and supplies. In 1944, the last year for which manufacturing statistics are available, it is indicated that Saskatoon had 84 such establishments, employing 2,254 people whose salaries and wages amounted to $3,340,000, and the total manufacturing production was reported at $39,384,000. The flour, feed and food preparation plants contributed the largest share to the total manufacturing industry of Saskatoon, followed by the meat packing and slaughtering industry. The balance of the production is distributed among many allied industrial plants, such as machinery, repair shops, furniture, automobile supplies, etc.

Saskatoon is the second largest wholesale and retail distributing centre of the Province. The retail trade in 1941, as compared with 1931, has experienced a considerable decrease in volume, which may partly be explained by the development of secondary distributing points such as Prince Albert, North Battleford and Watrous. The following table shows, within a 25-mile radius, the principal economic characteristics of Saskatoon:

Population	(No.)	56,882
Retail Sales	($1000)	22,238
Retail Sales per Capita	($)	391
Wholesale Sales	($1000)	47,288
Postal Revenue	($1000)	427
Manufacturing Gross Production	($1000)	16,588
Wage-Earners	(No.)	14,567
Earnings of Wage-Earners	($1000)	13,424
Average Earnings	($)	922
Telephones	(No.)	10,526
Telephones per 1,000 Population	(No.)	185
Motor Vehicles	(No.)	8,094
Motor Vehicles per 1,000 Population	(No.)	142.3

It should be noted that the postal revenue is considerably less than at Regina, since Saskatoon does not possess a large mail order house and is not the capital of the Province, both factors contributing heavily to postal revenue.

At Saskatoon is located the headquarters for the Saskatchewan District of the Canadian National Railways. The three most important hotels are the King George, with 125 rooms, the Senator, with 74 rooms and the Bessborough with 260 rooms, the latter being owned by the Canadian National Railways.

There are no tourist attractions in the immediate vicinity of Saskatoon. However, several places are easily accessible from this city, and many tourists stop at Saskatoon on their way to Lake Waskesiu, which is Saskatchewan's most important summer resort. In Saskatoon is also held annually an exhibition which attracts many visitors from all parts of Saskatchewan.

Prince Albert

The city of Prince Albert, located on the North Saskatchewan River, is the gateway to the north of Saskatchewan and is also the centre of a highly productive diversified farming area. This agricultural section has been fortunate in experiencing high yields during the last fifteen years and, as a result, has attracted a great number of new settlers.

The population of Prince Albert in 1941 is reported at 12,508, being an increase of 2,600 over 1931. The distribution of the population by ethnological groups is predominately British (7,824), followed by French (1,150), Scandinavian (749) and Ukranian (567).

There were 34 manufacturing establishments in Prince Albert during the year 1944. The employment in these establishments was reported at

1,590, with salaries and wages of $2,444,000; and the gross value of production was reported at $18,548,000.

In Prince Albert is located the headquarters of M & C Aviation, which serves the northernmost part of the Province, as well as the administrative offices of the Department of Natural Resources of the Province of Saskatchewan.

The level of retail and wholesale trade shows a considerable rise between 1931 and 1941, and the indications are that Prince Albert is one of the most important secondary distributing points in the Province. The wholesale sales have increased from $3,300,000 in 1931 to $8,300,000 in 1941, indicating without a doubt that Prince Albert is developing as a trade centre for the communities in the immediate vicinity and also for the north country.

The economic characteristics within a radius of 25 miles for the year 1941 are reported as follows:-

Population	(No.)	28,146
Retail Sales	($1000)	7,256
Retail Sales per Capita	($)	258
Wholesale Sales	($1000)	8,337
Postal Revenue	($1000)	98
Manufacturing Gross Production	($1000)	7,282
Wage-Earners	(No.)	4,889
Earnings of Wage-Earners	($1000)	3,638
Average Earnings	($)	744
Telephones	(No.)	3,077
Telephones per 1,000 Population	(No.)	109.3
Motor Vehicles	(No.)	3,574
Motor Vehicles per 1,000 Population	(No.)	126.9

The Prince Albert National Park, located 35 miles from the City of Prince Albert, is becoming yearly more and more popular, not only with the residents of Saskatchewan, but also with the sister provinces of Alberta and Manitoba. During the season 1943, 1944 and 1945 the number of visitors registered at the Park has shown a considerable increase, as indicated in the following table:

Year	Visitors
1943.....	9,041
1944.....	11,093
1945.....	18,841

Up to August 31, 1946, it is reported that 30,000 visitors had registered. In addition to the National Park, there are numerous other resorts and lakes in the north which attract tourists.

North Battleford

The city of North Battleford had a population in 1941 of 4,745, and within a 25-mile radius the population was 16,741. As in other cities reviewed in this section, the population in North Battleford is of a cosmopolitan nature.

Industrially, North Battleford has a total value of production of less than $1,000,000 a year. The manufacturing plants in 1944 were 8 in number, with an employment of 116 people whose annual salaries and wages amounted to $127,000. The principal plants were a sash and door factory, creamery, cold storage, printing firm, etc. The volume of retail sales and of wholesale sales is relatively small when compared to such other points as Regina, Saskatoon and Prince Albert. The principal economic characteristics, on a 25-mile radius basis, for the year 1941, were as follows:

Population	(No.)	16,741
Retail Sales	($1000)	4,545
Retail Sales per Capita	($)	271
Wholesale Sales	($1000)	6,313
Postal Revenue	($1000)	72
Manufacturing Gross Production	($1000)	820
Wage-Earners	(No.)	2,454
Earnings of Wage-Earners	($1000)	1,675
Average Earnings	($)	682
Telephones	(No.)	1,598
Telephones per 1,000 Population	(No.)	95.5
Motor Vehicles	(No.)	2,355
Motor Vehicles per 1,000 Population	(No.)	140.7

Several gas and oil wells are in production 70 to 80 miles west of North Battleford, and further drilling is in progress at a number of other points between Lloydminster and North Battleford.

Vermilion

Vermilion, Alberta, is located about 35 miles west of the Alberta-Saskatchewan boundary, 114 miles east of Edmonton. The 1941 population of Vermilion was 1,408, and its population within a 25-mile radius is 13,816, indicating that the trade area of Vermilion is nearly equal to that of North Battleford, but it should be noted that the retail sales volume is considerably lower than at the latter city and the wholesale trade, although

showing a considerable increase from 1931 to 1941, is still fairly small in volume. The manufacturing production in 1944 is reported at $171,000, consisting mainly of flour and feed, bakeries, butter and cheese, printing and publishing establishments, which employ 23 people with annual salaries of $26,000.

Representations were made at the Saskatoon hearing by the Vermilion Board of Trade requesting an extension of the presently operated air service of Canadian Pacific Air Lines from North Battleford to Edmonton, with a call at Vermilion. The Board of Trade, in its submission, has indicated that the towns of Wainwright, Lloydminster, Vegreville and St. Paul would all be served by Vermilion airport if a service were established at this point. It should be noted that the distance of these towns from Vermilion is anywhere from 38 to 65 miles. The Board of Trade also points out that: "Vermilion is the centre of great oil activity. To the east at Blackfoot, Lloydminster and Lone Rock; to the south at Edgerton, Wainwright and Kinsella; to the west at Minburn, Innisfree and Two Hills; to the north at Elk Point, Derwent and Myrnam. These are all points at which either oil or gas -- in some both -- has been located. The local Vermilion oil field last year had the second largest oil production in Canada, a total of 236,016 barrels, and incidentally has one of the largest gas wells in the British Empire."

It is also reported that a salt bed has been found some 12 miles southeast of the town, and that one of the major Canadian salt companies has stated that the establishment of a plant is not altogether improbable, in which event $500,000 would have to spent in the town. The residents of Vermilion anticipate a considerable industrial development in the near future.

AREA NORTH OF PRINCE ALBERT

In this area there is only one established community of any importance, and that is Meadow Lake, which is the business centre of a somewhat extensive agricultural district. The immediate area surrounding Meadow Lake, from a farming point of view, is reasonably wealthy. The urban population of Meadow Lake was less than 1,000 in 1941, but including the surrounding district within a 25-mile radius its population reaches 8,851. There has been quite an increase in the population in the area between the two census periods of 1931 and 1941. In Meadow Lake are located the district administrative offices of the Saskatchewan Government. The town is the end of steel of the Canadian Pacific Railway in northern Saskatchewan; it is served by lines extending from North Battleford and Prince Albert.

In 1945, 131 permits were issued for the operation of portable saw mills in the district, and over 1,000,000 f.b.m. of sawn lumber was produced, which represents about 1% of the total provincial production. Upwards of 30,000 railway ties were also produced around Meadow Lake.

In 1946 wheat was being grown on 35,000 acres of land, from which the average yield was 17 bushels per acre. Oats, on the other hand, were

being grown on 25,000 acres of land, and barley on 16,000 acres. The production of eggs is an important item in this area, having reached 235,000 dozens in the last year. The fur industry at Meadow Lake is not extensive, consisting mainly of mink farming and wild muskrat. In 1945 about 40,000 mink pelts were harvested. The principal 1941 economic characteristics within a 25-mile radius of Meadow Lake are summarized in the following table:

Population	(No.)	8,851
Retail Sales	($1000)	1,049
Retail Sales per Capita	($)	119
Wholesale Sales	($1000)	1,031
Postal Revenue	($1000)	8
Manufacturing Gross Production	($1000)	667
Wage-Earners	(No.)	799
Earnings of Wage-Earners	($1000)	323
Average Earnings	($)	404
Telephones	(No.)	113
Telephones per 1,000 Population	(No.)	12.8
Motor Vehicles	(No.)	412
Motor Vehicles per 1,000 Population	(No.)	46.6

As to the population which is scattered in the northern section of Saskatchewan, the most up-to-date information (Fall of 1946) supplied by the Provincial Government indicates the following:

Locality	Population
Big River.....	513
Buffalo Narrows..	271
Dore Lake.....	15
Ile a la Crosse..	469
Lac la Ronge.....	111
La Loche.....	213
Montreal Lake....	91
Total.....	1,683

No data was available as to the population of La Plonge, Pine River, Foster Lakes, Souris, Sulphide Lake and Rottenstone. All in all, it does not appear that there are more than 2,000 people in this large section of the Province.

The economic characteristics of the unorganized area of northern Saskatchewan may best be summarized by reviewing the relative importance of the industries most prevalent in the area:

It was intimated at the hearing in Saskatoon that the Saskatchewan Government was engaged in an extensive scheme for the development of the fur industry in the northern part of the Province. Upon investigating the plans of the Province, through the Game Branch of the Provincial Department of Natural Resources, it appears that the present programme is designed more as a conservative measure than to intensify the artificial breeding of fur-bearing animals.

In order to increase the quality and quantity of fur-bearing animals found in this area, the Games Branch is stressing the following points:

(1) the maintenance of stream flow in creeks and rivers;

(2) the maintenance of necessary water levels in sluices and lakes;

(3) the preservation of natural cover;

(4) improvement in the quality of nature furs, and

(5) the enforcement of trapping regulations.

The above described programme is a joint undertaking of the Dominion and Provincial Governments, the cost being borne in the ratio of 60% and 40%, respectively.

The value of the wild fur industry in northern Saskatchewan by types of furs sold may be obtained from the following table supplied by the Provincial Government:

Season 1945 - 1946

Type of Fur	Value
	$
Muskrat.....	715,142
Weasel.....	107,538
Beaver.....	98,465
Rank Mink.....	94,770
Wolf.....	72,053
Wild Mink.....	58,359
Silver Fox.....	40,569
Rabbit.....	36,228
Squirrel.....	27,141
Other.....	99,735
Total.....	1,350,000

The marketing of furs is by two different methods: either the trapper sells his furs direct to the Hudson Bay Company, or to the fur marketing service of the Provincial Government which acts in the capacity of an agent for the trapper; the furs are then taken to Regina and sold at auction, and the trapper is paid in accordance with the average price received for the different types of fur contributed by each trapper to the general pool.

In the sections of northern Saskatchewan where the fur industry is most prevalent, the Hudson Bay Company maintains a post, and also, the Provincial Government has representatives on hand to purchase the pelts as they are brought in by the trappers. As a rule, most of the furs are taken to railhead by tractor train in the wintertime from such points as Green Lake, Pine River, Drillon, Lac la Ronge, Ile a la Crosse, Montreal Lake, etc. A relatively small volume of furs is moved by air, either over the services operated by M & C Aviation Company or in aircraft owned and operated by the Provincial Government. The principal points at which fur is loaded into aircraft for Prince Albert are Stanley, South Reindeer Lake, Portage la Loche, Pelican Narrows and Lac la Ronge. The supplies to the trappers are also mostly handled by trucks or tractor trains in the wintertime, and are distributed from the administrative centre of the Hudson Bay posts. At the fur auction held in Regina it is reported that 70% of the pelts are purchased by American buyers and the balance by Canadian buyers.

Turning now to the fishing industry, it should be noted that steps have been taken by the Provincial Government to improve the status of this industry, first of all by inspection of whitefish to eliminate parasite infestation, and secondly by improving marketing methods. Until recently the fishing industry of Saskatchewan could not be fully developed for lack of proper equipment to handle the volume of shipments of fresh or frozen fish. To counteract this marketing problem, a Provincial Fish Marketing Board has recently been established to promote the sale of fish in the local markets of Western Canada. A central warehouse has also been built at Beaver Lake, where all shipments of fresh and frozen fish are inspected and graded. Three filleting plants have been established, one at Lac la Ronge, and two in the Flin Flon area as already noted in dealing with the general review of licenses in Northern Manitoba. With the establishment of the Fish Marketing Board in the interests of stabilizing the fish industry, the annual volume is expected to be considerably reduced, since limits have been set for each district with respect to the pounds of fish which can be caught in any one season, as shown in the following table:

1946-47 Limits

District	Limit
	Lbs.
Big River.....	537,000
Buffalo Narrows.....	1,870,000
Ile a la Crosse.....	750,000
Lac la Ronge.....	825,000
La Plonge.....	510,000
Meadow Lake.....	643,000
Montreal Lake.....	95,000
Total.....	5,230,000

The 1944-45 commercial production from northern lakes was reported at 9,199,000 pounds, with a value to fishermen of $757,000 and a marketing value at railhead loading point of $1,137,000.

The mining areas of northern Saskatchewan as to development are not yet comparable to other important mining areas in Canada, although the pre-Cambrian shield is in evidence over some 80,000 square miles. There are five areas in which mining activity is localized:

(a) The Flin Flon - Amisk Lake district, which is located on the Manitoba-Saskatchewan boundary and is really part of the huge development at Flin Flon.

(b) The Athabaska Lake district, where the Consolidated Mining and Smelting Company was active before 1943, particularly at Goldfields. Since that time, however, various properties east of this point have been prospected and diamond drilling is noted, but no area has yet been found which warrants extensive development.

(c) Rottenstone Lake area, where also the Consolidated Mining and Smelting Company have found ore of satisfactory grade, but not in sufficient quantity for commercial development.

(d) Reindeer Lake area, which is really tributary to Flin Flon, and mention of which was made when the economic characteristics of that area were reviewed.

(e) Lac la Ronge, where, up to the present time, only minor traces of low-grade ore (gold) have been found. At the beginning of the war the Preview Mines Limited at Sulphide Lake in this district was operated, but it closed with the advent of the war and has not been re-opened since.

All of the statistics published with respect to Saskatchewan, include, of course, the production of minerals at Flin Flon. Those have already been quoted. The production in the area presently under review is nil.

The most important of the natural resources of Saskatchewan in terms of dollar value are forest and timber which, according to the latest reports, were in excess of $7,000,000 in 1945 for the Province as a whole, and it is understood that by far the greater proportion of this production is from the area under review in this section. A breakdown of the value of forest production in 1945 is shown in the following table:

Value of Forest Products - 1945

Type	Value
	$
Sawn Timber.....	5,575,416
Lath.....	21,862
Railway Ties.....	333,689
Piling and building logs....	10,287
Fence Posts.....	29,927
Rails, etc.....	7,149
Fuelwood.....	242,200
Pulpwood and Boxwood.....	814,226
Telephone poles.....	4,136
Shingles, etc.....	4,837
Evergreen trees.....	600
Total.....	7,044,330

It will be noted that sawn timber constitutes 79.1% of the total. The present commercial forest area extends from the Churchill River on the north to Prince Albert on the south. This belt covers approximately 55,000 square miles, of which about one-half has timber which can economically be cut. As one travels north from Prince Albert, the forest value falls off, not only on account of the quantity and quality of the lumber, but also the increasing difficulties of transportation. Of the 8,000,000 acres classified as productive, approximately 6,000,000 have been set aside as provincial forests for the growth of timber and the regulation of water flows. The balance is divided about equally into a natural park and into commercial timber land. It will, therefore, be seen that the forest industry of Saskatchewan is dependent for present and near future development upon 1,000,000 acres of timberland.

The latest estimates available indicate a total stand of timber (over 10" diameter) of 6,055,000,000 f.b.m., with 4,680,000,000 f.b.m. presently accessible. Of this amount, spruce and jackpine constitute 54.7%, poplar 44.5% and white birch and balsam fir 0.8%. In addition to the timber estimate, there is reported to be accessible various types of cordwood as follows:-

Type	Quantity
	(cords)
Spruce.....	6,650,000
Jackpine.....	2,270,000
Poplar.....	50,000,000
White Birch.....	1,000,000
Balsam Fir.....	300,000
Elm.....	25,000
Maple.....	18,000
Ash.....	15,000
Other Types.....	200,000
Total.....	60,478,000

Of late years 85% of the Province's total lumber cut comes from an area of 90 square miles on the eastern boundary of the Province. Most of the original large blocks of white spruce capable of supplying mills with a capacity of 100,000 to 150,000 f.b.m. are exhausted. It should be noted also that Saskatchewan never did support large permanent mills of the type common in Eastern or Western Canada, particularly in British Columbia, and from now on most of the timber cut in Saskatchewan will be the product of portable sawmills whose output will only be sufficient to supply the local market of the Province. According to the Provincial Government, there are only two mills in operation which may be considered of a permanent type, and they are located in the Cumberland Lake area and in the vicinity of Crooked River. Portable mills are shifted from one place to another according to the distance that the logs have to be transported to be cut. Consequently no permanent settlements are involved since it becomes more economical to move the mill to the site of the cutting than to continue to move the logs to the site of the mill. Usually the logs are cut in the winter and hauled by tractor to railhead. It is understood that no sawn lumber is moved during the summertime for lack of proper roads to allow the movement of trucks.

At the present time the Saskatchewan Government does not have, nor propose to have, a reforestration programme. The policy in effect is to reduce cutting to such an extent that the natural growth will maintain the timber areas.

The northern part of Saskatchewan is provided with radio communication. This service is administered by the Provincial Department of Natural Resources, which operates a total of 54 radio stations. Only four of these are relatively large and of a permanent nature. They are located at Prince Albert, Meadow Lake, Lac la Ronge and Hudson Bay Junction. All other stations are of a portable nature and vary in size and power. The present plans call for the building of semi-permanent stations at Island Falls, Stony Rapids, Brochet, the south end of Reindeer Lake, Cree Lake and Pelican Narrows. Those stations, in conjunction with the small portables already referred to, will give a complete coverage for northern Saskatchewan. In 1945 some 15,000 commercial messages, not including weather reports and fire emergency communications, were handled by the radio network of the Province. Up to the end of September in 1946 the radio stations had transmitted approximately 20,000 messages.

The Government of the Province of Saskatchewan is considering the building and operation of tourist camps in northern Saskatchewan. These camps, as they are now planned, would be fully equipped to cater to American tourists and would supply guides, boats and necessary fishing and hunting equipment. At the present time only one such camp is in operation, at Nut Point in La Ronge Provincial Park. It consists of one central lodge and six small cabins. Until results show that this is a successful venture, the Province is apparently not making plans for going ahead with any similar developments.

(2) TRAVEL HABITS

REGINA

According to the Inter-Community Travel Survey made in 1945, the travel habits of the residents of Regina are predominantly to points in Saskatchewan, as shown in the following table which gives a breakdown of the travel on a percentagewise basis:

Destination	%
Saskatchewan	77
Manitoba	11
Alberta	7
Ontario	2
Other Canadian Provinces and U.S.A.	3
Total	100

The Saskatchewan provincial travel is distributed in the following ratios as between the principal cities:

Destination	%
Moose Jaw	20
Saskatoon	18
North Battleford	2
Prince Albert	4
Swift Current	14
Weyburn	12
Yorkton	8
All other points	22
Total	100

From the above table it will be noted that the community of interest is the greatest with Moose Jaw and Saskatoon. As to the inter-area travel, Winnipeg, Brandon and Calgary are the points which attract most of the Regina travellers.

The business travel originating in Regina is based on interviews with 46 business concerns having a personnel of 177 travelling each month. Approximately 68% of the travel is within Saskatchewan, 14% to Alberta and west, 10% to Manitoba, 5% to Eastern Canada, and 3% to the United States. It is also reported that only 18% of the trips taken by these business representatives was by air, whereas 52% was by private car and the balance by rail.

Over 65% of the travel to Regina originates in the Province of Saskatchewan, Manitoba contributing 15%, with Alberta, Ontario and the United States 5% each, and the balance being distributed among other Canadian Provinces. As to the Saskatchewan points which are attracted to Regina, the distribution of such travel is as follows:

Origin	%
Moose Jaw	7.1
Saskatoon	11.1
Weyburn	7.9
Yorkton	4.3
North Battleford	1.0
Prince Albert	1.7
Swift Current	3.9
All other points	63.0
Total	100.0

The above table indicates, once more, the community of interest which exists between Moose Jaw and Regina, and between Saskatoon and Regina; it is also apparent that a very high proportion of the travel to Regina originates in the smaller communities of Saskatchewan, undoubtedly the direct result of the attraction of a large trade area such as Regina. Winnipeg contributes 12.8% to the Regina travel and Calgary only 3%. Traffic from the United States is low, due to the fact that, outside of road connections, there are no direct transportation facilities between bordering States and Regina. Furthermore, the tourist attractions of Regina are not conducive to a large volume of such traffic.

MOOSE JAW

Travel emanating from Moose Jaw is predominantly to points within Saskatchewan (78.2%). Manitoba attracts 8.5% of the travel, Alberta 7.0%, and the balance of the traffic terminates at other Canadian and United States points. A distribution of the travel terminating in Saskatchewan is given in the following table:

Destination	%
North Battleford	0.6
Prince Albert	1.9
Regina	35.6
Saskatoon	9.4
Swift Current	21.9
Weyburn	6.0
Yorkton	2.3
All other points	22.3
Total	100.0

As already noted, there is a strong community of interest between Moose Jaw and Regina. Swift Current, to the west of Moose Jaw, attracts considerably more travel from Moose Jaw than any other city mentioned above with the exception, of course, of Regina. The community of interest between Moose Jaw and Prince Albert, and between Moose Jaw and North Battleford is relatively unimportant.

As to the travel terminating in Moose Jaw, the survey indicates that its origin by area is distributed as follows:

Origin	%
Saskatchewan	60.8
Manitoba	12.5
Alberta	14.9
Ontario	4.2
Other Canadian Provinces	3.4
United States	4.2
Total	100.0

Similarly to the traffic from Moose Jaw, the point within Saskatchewan which contributes the greatest percentage of visitors to Moose Jaw is Regina, with 39%, followed by Saskatoon with 8%, Swift Current 7%, Weyburn 2%, Yorkton 1%. Both North Battleford and Prince Albert are below 1%. Over 41% of the travel to Moose Jaw originates at small communities in Saskatchewan. On a percentage basis, Moose Jaw receives more United States traffic than Regina; this is undoubtedly due to the fact that the Soo Line of the Canadian Pacific from Minneapolis and Chicago joins the main transcontinental service of that railway at this point.

Twenty-six business concerns report an average of 126 trips made by their employees each month. About 85% of this travel is within Saskatchewan, 10% to Winnipeg and Eastern Canada, and 5% to Western Canada and the United States. Only 5% of this business travel is by air, the balance being 55% by train and 40% by private car.

SASKATOON

Travel habits of the residents of Saskatoon are also predominantly of a provincial nature, as indicated by the following table which shows the distribution according to areas of destination of the travel originated at Saskatoon over a 12 months' period:

Destination	%
Saskatchewan	77.5
Manitoba	9.3
Alberta	7.9
Ontario	2.7
British Columbia	1.3
Other Canadian and U.S. points	1.3
Total	100.0

The points outside the Province of Saskatchewan which attract the greatest travel are Winnipeg, Brandon, Edmonton and Calgary. A very low percentage of the travel is destined to other points throughout Canada.

An analysis of the traffic originating at Saskatoon and terminating in the Province of Saskatchewan indicates that over 50% of this traffic terminates at points covered by the present licences of Canadian Pacific Air Lines. The distribution of this provincial traffic is as follows:

Destination	%
Moose Jaw	6.9
North Battleford	8.5
Prince Albert	17.4
Regina	26.8
Swift Current	4.7
Weyburn	1.5
Yorkton	7.8
All other points	26.4
Total	100.0

Regina, therefore, has the most pronounced community of interest with Saskatoon, followed by Prince Albert and North Battleford.

The 15 largest firms in Saskatoon, which were contacted during the survey, report having a personnel of 27 travelling each month, with approximately 92% of the travel taking place to points within Saskatchewan, 6% to Western Canada and 2% to Manitoba and Eastern Canada. Apparently no regular business travel takes place to the United States from Saskatoon. On the basis of method of travel, it is indicated that 52% of the trips are made by rail, 46% by private car and only 2% by air.

The visitors to Saskatoon originate chiefly (69.0%) in the Province of Saskatchewan, and the balance, mostly from Manitoba (13.2%), and Ontario (5.9%), Alberta (5.1%). Only 1.6% of the total travel is from

the United States, there being in the year 1939 only 592 visitors from south of the border. The distribution, by point of origin, of the trips to Saskatoon originating within the Province is as follows:

Origin	%
Moose Jaw	2.7
North Battleford	4.7
Prince Albert	6.6
Regina	18.8
Yorkton	1.8
All other points	65.4
Total	100.0

It will be noted that only about 32% of the travel originates at the points served by the present licensee, and to this ratio Regina contributes the largest proportion.

PRINCE ALBERT

Of the trips made by residents of Prince Albert, over 85% is to Saskatchewan points, and the balance is mostly to Manitoba (9%) and Alberta (4%). Very little travel takes place to other Canadian Provinces or to United States points. As to the travel within the Province of Saskatchewan, its distribution is as follows:

Destination	%
Moose Jaw	2.6
North Battleford	9.9
Regina	17.7
Saskatoon	47.0
Swift Current	1.6
Yorkton	4.5
All other points	16.7
Total	100.0

It will be noted that Saskatoon is the focal point of travel in northern Saskatchewan; in addition, Regina being the capital of the Province and Prince Albert the gateway to northern Saskatchewan, a relatively high volume of traffic is interchanged between these points. Attention is drawn also to the fact that there is as much travel between Prince Albert and Edmonton as there is between Prince Albert and Moose Jaw.

The business concerns which were interviewed indicate that 80% of their travel is to Regina and other Saskatchewan points, 12% to Winnipeg and 8% to Calgary and Edmonton. The volume, however, of this travel is relatively

low, being reported at 12 trips a month. As to the method of travel, 85% is by rail, 12% by car and 3% by air.

The visitors to Prince Albert originate primarily in Saskatchewan (86%) at the following points:

Origin	%
Moose Jaw	1.3
North Battleford	1.9
Regina	9.3
Saskatoon	24.4
All other points	63.1
Total	100.0

The above table indicates that 36% of the travel to Prince Albert originates at points presently served by Canadian Pacific Air Lines. The registration of United States citizens is less than ½ of 1%.

NORTH BATTLEFORD

The travel from this city is again principally to points in Saskatchewan (81.9%) and Alberta (11.3%). The community of interest between North Battleford residents and other cities in Saskatchewan is reported as follows, in the Inter-Community Travel Survey:

Destination	%
Saskatoon	54.4
Regina	17.5
Prince Albert	9.4
Moose Jaw	1.9
Swift Current	1.2
Yorkton	1.8
All other points	13.8
Total	100.0

It will be noted from the above table that North Battleford has a most pronounced community of interest with Saskatoon, and also that 83% of the total travel is to the points presently served by Canadian Pacific Air Lines.

The business concerns which were surveyed reported very little travel out of North Battleford. In general, some business managers make three or four trips per year to Regina, Saskatoon or Winnipeg.

Of the travel terminating at North Battleford, the survey indicates that 75% originates in the Province of Saskatchewan, 11% in Alberta, 8% in Manitoba, 2% in Ontario and British Columbia, respectively, and less than 1% in the United States. The distribution of the intra-Saskatchewan traffic is as follows:

Destination	%
Moose Jaw	1.0
Prince Albert	8.5
Regina	9.5
Saskatoon	30.8
All other points	50.2
Total	100.0

There is apparently a considerable community of interest between Saskatoon and North Battleford, but less between Prince Albert and Regina and North Battleford. As a matter of fact, it should be mentioned that more people travel to North Battleford from Edmonton than from Prince Albert or Regina. Winnipeg also contributes in no small measure to the total hotel registrations in North Battleford, its volume being nearly equal to that from Edmonton.

VERMILION

The Inter-Community Travel Survey of 1945 was not extended to cover Vermilion; therefore, it is impossible to determine the travel habits of this locality. However, an indication may be obtained of the importance of the travel generated at Vermilion by a review of the registrations of Vermilion residents at the points which would be joined by air service if the present route were extended from North Battleford to Edmonton. A table has been prepared to show the total number of registrations at the indicated points:

Destination	No.
Edmonton	376
North Battleford	5
Prince Albert	-
Saskatoon	30
Regina	13
Moose Jaw	16
Total	440

EDMONTON

Of the total traffic from Edmonton, the proportion terminating at the points under review in this group of licences was as follows:

Destination	%
Moose Jaw	1.4
North Battleford	2.7
Prince Albert	0.8
Regina	3.6
Saskatoon	4.8
Total	13.3

As to the traffic originating at the points under review and terminating at Edmonton, the following percentages of the total travel to Edmonton are reported:

Origin	%
Moose Jaw	0.1
North Battleford	0.3
Prince Albert	0.2
Regina	0.9
Saskatoon	1.3
Total	2.8

AREA NORTH OF PRINCE ALBERT

The travel habits of the population in Northern Saskatchewan are directed to Meadow Lake and Prince Albert. The volume of this travel is relatively small, as will be seen in the statistical review, and a further indication of this fact may be obtained from an analysis of the small number of hotel registrations at North Battleford, Prince Albert and Saskatoon of visitors originating in this territory during a 12-month period:

FROM	REGISTERING AT		
	North Battleford	Prince Albert	Saskatoon
Big River	11	509	43
Buffalo Narrows	3	11	-
Clear Lake	-	-	-
Dog Lake	-	-	-
Dore Lake	-	12	-
Foster Lakes	-	-	-
Hepden Lake	-	-	-
Ile a la Crosse	-	19	-
Lac la Loche	-	-	-
Lac la Ronge	-	75	3
La Plonge	-	-	-
Montreal Lake	-	24	-
Pine River	-	-	-
Rottenstone Lake	-	-	-
Souris River	-	-	-
Stanley River	-	6	-
Sulphide Lake	-	2	-
Total	14	658	46

The above table is evidence that traffic originating in northwestern Saskatchewan is attracted towards Prince Albert, which is its main distributing point. Unfortunately, no registration survey was made at Meadow Lake to show the travel which is funnelled to this point. From the evidence given at the hearing in Saskatoon, it is reasonable to surmise that a considerable proportion of the travel originating in northwestern Saskatchewan terminates at Meadow Lake, particularly if land transportation is used, the air services being based primarily on Prince Albert.

Generally speaking, northern Saskatchewan has not reached its full development stage, and until such time as the population increases from its present level of approximately 2,000 it is quite impossible to determine accurately its true travel habits.

As to Meadow Lake, it has already been noted that rail transportation is available both to North Battleford and Prince Albert, and the registration of Meadow Lake residents in a 12-month period, reported as totalling 139 in North Battleford, 72 in Prince Albert and 146 in Saskatoon, is a further indication that Saskatoon is the main point of attraction of travel in northern Saskatchewan.

(3) TRANSPORTATION REQUIREMENTS

The section on surface transportation services indicates that it is possible to travel between the principal cities concerned in this review either by rail or highway without too much inconvenience. On the other hand, the present air services operated by Canadian Pacific Air Lines completely fulfil the travel requirements of the cities of Moose Jaw, Regina and Saskatoon, and only partly fulfil those of North Battleford and Prince Albert. It was indicated at the hearing that the present service based at Regina does not allow the residents of these two northern cities to make a complete round trip to Regina or Saskatoon in the same day. The licensee stated that the present schedules were primarily designed to meet the requirements of the postal authorities. It will also be seen in the statistical review that about 70% of the revenue is derived from the carriage of mail, which means that the service is possible only through the mail contract; otherwise these cities would not receive air transportation. Until very recently, these services were operated by a small type twin-engine aircraft, and considerable dissatisfaction was expressed as to the lack of accommodation to take care of the traffic offered at such points as North Battleford and Prince Albert. The company, since November 1st, 1946, has been operating larger aircraft, and at the hearing, it gave assurance that with the change in type of aircraft it would be in a position to cope with all the traffic offered without having to operate second sections, but the Company did not give any indication that it was considering for the present a change in the arrangement of its schedules; in other words, no improvement is foreseen in the air services. It does not appear reasonable to request the present licensee to improve its schedules so as to take care of the complete requirements of North Battleford and Prince Albert; the traffic density at the present time does not warrant the operation of a differently arranged schedule, part of which would probably not be the recipient of a mail contract. As noted later on in this report, the financial result of the air operations is not satisfactory, and for the company to fly additional mileage which would not be subsidized by mail contracts, would only further impair the already deficient financial results.

Representation was made to extend the present air service to Edmonton, with a call at Vermilion. From the point of view of public convenience and necessity, it cannot be denied that such an extension of service would be beneficial, not only to the citizens of Vermilion, but also to all points presently served by the licensee, as it would provide them with a direct air connection with Edmonton and points in the Northwest Territories and Yukon which today receive air transportation. However, based on all the facts available, and particularly on the travel habits which have been reviewed, it appears doubtful at the present time that an extension of the present licence to provide service at Vermilion and Edmonton could be justified on purely economic grounds. Saskatoon will shortly be joined to Edmonton by Trans-Canada, and recently it has also been indicated that Regina would be served on a direct T.C.A. route with Edmonton. The traffic between Regina and Edmonton would presumably not be carried by the feeder line, and consequently the only traffic which would be available to the feeder service would be of a local nature. The quantum of such traffic to Edmonton does not indicate that there is any strong community

of interest between Edmonton on the one hand and Moose Jaw, North Battleford and Prince Albert on the other. As to Vermilion, which would be a point of call on the extended service, there is no doubt that the benefits it would derive from direct air transportation to Edmonton, Saskatoon and Regina, would be a great convenience, but it does not appear that the volume of passenger traffic between Vermilion and the cities concerned is sufficient to warrant, at the present time, the extension of an already uneconomical operation.

The transportation requirements of Northern Saskatchewan have not as yet sufficiently crystallized to require the operation of regular air services. The very nature of the economy of the area, fisheries, fur trading and forest operations, is not conducive to a steady volume of travel nor to a regular movement of freight traffic. The products of the forest are moved entirely by means of surface transportation to railhead; fur trade traffic is highly seasonal, and in most cases is taken out of the territory by truck or tractor in the wintertime. As to fisheries, the prospects of movement by air of this commodity are most promising at the present time but, as was indicated at the hearing by Mr. Joseph M. Phelps, Minister of Natural Resources of the Province of Saskatchewan, fish traffic originates over a wide area and must be handled by airplanes equipped with skis in the winter and floats in the summertime. The volume of this traffic generated from any one point is not high enough to warrant the operation of regular air service the year round.

The Saskatchewan Government indicated through its representative that there has been a lack of transportation facilities in this area and the following quotation from evidence given by Mr. Phelps summarizes the reasons which have brought about such a situation:

"Yes, it was aggravated by the war, anyway, but even in the last two years, that could have been remedied to some extent. It is less than two years ago that we started, sir. We entered the field because we felt that the service provided was not adequate. I think shortage of equipment, and equipment of the right type, has been a factor. Schedules are difficult, and sometimes impossible, to maintain in that country, sir. I fully appreciate that. I would think that the solution to the northern transportation problem does not lie in the field of scheduled trips. I think, sir, more of a taxi service. You call them for specific trips. It is difficult to maintain scheduled trips unless the transportation is subsidized in some way. I think non-scheduled licenses would possibly meet the situation much better than scheduled runs and, in that way, air facilities could be called upon when they are required.

Another point is that it is very difficult, as I see it, under the conditions that apply in that country, for a company to operate simply on a transportation basis solely. For a company with sufficient equipment of the right type, economically, to pay its own way, unless you can work that transportation in with some other type of business, would, it seems to me, encounter difficulties. Certain groups, sir, are in the fish business, and have other means, for instance, of rounding out their operations."

After taking into consideration all the factors enumerated in the general economic review and travel habits already discussed, and in the statistical review to follow, no other observation may be made but that the operation of regular air services in this area is not warranted. What traffic is offered would best be handled by charter operators from strategically located bases.

(4) AIR TRAVEL POTENTIAL

With the operation of the air services on the present schedule arrangement between Regina and North Battleford, it appears that the air potential will remain stabilized at the present level unless general economic conditions change materially. If the company were successful in obtaining a mail contract which would not be so rigid in its requirements and which would allow the operation of two round trips per day between the terminal points of North Battleford and Regina, one of which would be based on the northern terminal and the other as at the present on Regina, it is axiomatic that the present volume of traffic from the north to the south would increase considerably.

As to the potential traffic on the proposed extension from North Battleford to Edmonton, present indications are that there would not be sufficient passenger traffic to warrant the establishment of such air services. At the moment Edmonton is joined to Regina by T.C.A. via Lethbridge or Calgary, and very shortly a subsidiary service will be operated between Regina and Edmonton via Saskatoon. The operation of these services by T.C.A. would undoubtedly have the effect of reducing the volume of passenger traffic anticipated to be carried by the feeder line between Regina, Saskatoon and Edmonton. The only Edmonton traffic which would use the feeder service would be limited to Moose Jaw, North Battleford, Prince Albert and Vermilion, and the volume originated at these points does not appear at the present time to be sufficient to recommend its operations.

In the area north of Prince Albert the air traffic potential is fully dependent on the future economic development of the area. At the present time the volume of air traffic, both goods and passengers, is relatively low, and there is no indication that it should increase materially in the next few years. As there are no established communities in the area it appears that the traffic offered can be fully taken care of by the operation of non-scheduled services based at such points as Prince Albert and Meadow Lake.

SECTION 7

STATISTICAL REVIEW

Similarly to the other two sections, the statistical review of air operations in Saskatchewan will be divided into the two areas of south of Prince Albert and north of Prince Albert:

(1) Area South of Prince Albert

Air services have been operated between Regina, Moose Jaw, Saskatoon, Prince Albert and North Battleford by Prairie Airways Limited since the summer of 1938. The company was absorbed by Canadian Pacific Air Lines in 1942 and the services have been continued up to the present time. Prairie Airways Limited was incorporated under the Companies Act of the Province of Saskatchewan on the 15th March, 1934, with headquarters at Moose Jaw, but during its first two years of operation no regular services were maintained. The company, at that time owning only two aircraft, was primarily interested in charter operations. On August 4th, 1938, an airmail contract was obtained from the Dominion Government for the establishment of air mail services between the cities indicated above. The financial data available indicates the following financial results:

Year	Operating Revenues	Operating Expenses	Net Revenue From Operation
	$	$	$
1936	2,675	2,493	182
1937	8,390	8,188	202
1938	57,097	53,950	3,147
1939	135,443	131,145	4,298
1940	187,621	181,386	6,235
1941	140,798	178,934	38,136*
1942	202,793	271,075	68,282*
1943	202,646	315,997	113,351*
1944	224,609	326,933	102,324*
1945	235,147	305,754	70,607*

* Loss

Financially, the air operations have not been altogether satisfactory, a deficit being reported in each of the years 1941 to 1945 inclusive; the annual deficit, however, has been decreasing, and the company is hopeful that with the introduction of larger equipment such as DC-3's the operating returns will be better. Mention should be made of the fact that the passenger mile rate on Prairie Airways is the lowest of any airline in Canada at the present time ($4\frac{1}{2}$¢), and such has been the case ever since the service started in 1938.

An analysis of the distribution of operating revenues for the last three years, as shown in the following table, clearly indicates that the trend of passenger revenue is upward and that mail constitutes the main source of earnings, its contribution to the total averaging every year:

Item	1943	1944	1945
	$	$	$
Passenger Revenue..	44,985	63,521	66,070
Mail Revenue.....	150,123	154,733	150,703
Other Revenue.....	7,538	6,355	18,374
Total Revenue.....	202,646	224,609	235,147

The present mail contract between Regina and North Battleford is on the basis of 45¢ per mile when Beechcraft or equivalent machines are used, and 25¢ per mile when smaller machines are used. It is evident that the mail payments to Canadian Pacific Air Lines on this route are absolutely necessary to its continuance since it has already been pointed out that the cost of operation in the last three years was greatly in excess of the operating revenue.

A summary of the important operating statistics for the same period as that covered by the financial results is tabulated as follows:-

Year	Revenue Miles Flown	Revenue Passengers Carried	Revenue Passenger Miles	Average Journey (miles)
1936	10,300	655	28,760	44
1937	52,560	2,535	136,890	54
1938	108,790	1,728	197,007	114
1939	237,157	2,969	471,457	159
1940	233,235	2,941	510,674	174
1941	276,078	3,134	502,675	160
1942	330,879	4,337	686,101	158
1943	347,131	6,603	967,202	146
1944	346,162	8,878	1,499,336	169
1945	336,159	8,920	1,474,605	165

As shown in the above table, the volume of miles flown in 1945 was above that of 1939, the last year before the war, by approximately 42%. Passengers carried show an increase of 200% over the same year, passenger miles 213%, and the average passenger journey appears to have stabilized at around 160 to 170 miles.

Based on 9 months' operation, the operating revenue for the year 1946 is estimated at $232,700, and operating expenses at $292,500, leaving a net deficit from operation of $60,000, a betterment of $10,000 over 1945 when the operating deficit was $70,000. The volume of passenger revenue on this basis would show a slight increase of $1,000 for the year, and operating expenses a decrease of approximately $13,000. The passenger traffic for the year 1946 is estimated at 9,200, an increase of 300 passengers over 1945, and the miles flown an increase in excess of 15,500, whereas mail traffic, measured in ton miles, will show a decrease of 1,200, as compared with 1945, or 19.4%. Generally speaking, therefore, the year 1946 will not deviate from the upward trend indicated by the analysis of the results of operation for the years 1943 - 1945, inclusive.

At the hearing in Saskatoon, the licensee filed for the year 1945 and the first 6 months of 1946 data indicating the passenger flow of traffic between each point served in Saskatchewan. Applying the actual revenue per passenger mile of 4½¢ to the traffic carried between each point, it is possible to determine the passenger earnings on each segment of the Regina - North Battleford service, as shown in the following table:

	1945	1946 6 Months
	$	$
Regina - Moose Jaw.....	11,725	6,379
Moose Jaw - Saskatoon.....	37,410	19,952
Saskatoon - Prince Albert.....	10,696	4,844
Prince Albert - North Battleford	9,722	4,803
TOTAL.....	69,553	35,978

Undoubtedly the earnings are the heaviest between Regina and Saskatoon, and the density of traffic expressed in Passengers Carried, as shown in the following table, is also the heaviest between those points:

	1945	1946 6 Months
Regina - Moose Jaw.....	5,211	2,835
Moose Jaw - Saskatoon.....	6,298	3,359
Saskatoon - Prince Albert.....	2,641	1,196
Prince Albert - North Battleford	1,929	953
TOTAL.....	16,079	8,343

This statistical review of the air services between Regina and North Battleford indicates that the traffic generated at each of the points served is of sufficient volume to warrant the operation of regular air services on a frequency of at least one flight per day between all points. It should also be noted that the licensee reported the frequent operation of second sections between Regina and Saskatoon to take care of the overflow traffic, but it was hopeful that this practice would be discontinued when large type of aircraft was operated.

The licensee at the hearing also reported that during the first 7 months of 1946, on its through service between Regina and North Battleford, 212 trips were scheduled and only 205 completed, and on the service from Regina to Saskatoon 182 trips were scheduled and 173 completed, which is an indication that weather conditions

in this area are favourable to aircraft operation on a good standard of efficiency.

(2) Area North of Prince Albert

In the last few years the only licensee which has been providing air transportation in this area is M & C Aviation Company Limited, with headquarters at Prince Albert. This company was incorporated in July, 1931, and began its operation at Saskatoon in 1932 by performing charter services to points in Northern Saskatchewan. The following year headquarters were moved to Prince Albert, and subsequently a fully equipped repair shop was built, which in 1940 was valued at $40,000. Until recently, in addition to general transport, M & C was under contract with the Federal Government to maintain forest, game and fishing patrol services; this work is now performed by the Province itself which has secured a number of aircraft to operate throughout Northern Saskatchewan. During the war M & C Aviation derived the greater proportion of its net revenue from contract repair work on aircraft used in the Commonwealth Air Training Scheme.

Previous to October, 1942, Canadian Airways, or Canadian Pacific Air Lines, provided service in this area, but since then the only points which have been served are those in the northwestern section, such as Goldfields, Stony Rapids and Fond du Lac, and these services were operated from an Alberta base and will be reviewed with the next group of licences.

No statement is available to indicate the results of operation of M & C Aviation for the last few years in so far as air transportation alone is concerned, since the company includes in revenues and expenses the operation of the repair shop. The following table, however, will give an indication of the financial position of the company during the last 10 years:

Year	Operating Revenues	Operating Expenses
	$	$
1936	22,634	20,770
1937	61,002	55,176
1938	56,027	56,060
1939	39,411	41,374
1940	50,976	57,557
1941	92,037	82,810
1942	82,192	91,840
1943	50,641	75,356
1944	73,043	87,975
1945	65,644	82,491

The company has definitely not been financially successful even during the war years when heavy repairs were made to R.C.A.F. equipment.

Possibly a better indication of the air activity in the area can be derived from a comparison of miles flown and of passengers, goods and mail carried, for the years 1938 to 1945, inclusive, as shown in the following table:

Year	Revenue Miles Flown	Revenue Passengers Carried	Revenue Goods Carried (tons)	Mail Carried (lbs.)
1938	125,955	1,811	131	4,654
1939	101,365	1,505	123	3,830
1940	113,219	1,126	96	6,411
1941	82,003	1,205	32	7,531
1942	59,881	787	19	7,025
1943	103,357	1,005	38	10,158
1944	119,090	1,250	40	17,098
1945	95,310	1,202	40	19,271

The level of activity in the area in evidence previous to the recent war, has not yet been equalled; traffic during the war years decreased considerably, particularly during the years 1942 and 1943. Mail traffic, on the other hand, is increasing every year, with 1945 poundage being in excess of four times the corresponding volume in 1938. In this respect it should be noted that the company obtained its first mail contract in November, 1939, between Ile a la Crosse and La Loche, and since 1943 has been flying mail from Prince Albert to Dore Lake and Prince Albert to Lac la Ronge. The terms of the contract at the present time are as follows:

Services	Route Distance (miles)	Rate of Payment
Ile a la Crosse - La Loche - Prince Albert	100) 277)	$360 per annum
Prince Albert - Dore Lake	115	$9 per round trip
Prince Albert - Lac La Ronge	132	$30 per round trip

From the data available in the Bureau of Statistics it has been possible to prepare a table showing the distribution of transportation revenue between passengers, goods and mail for the period 1938 - 1945:

Year	Passenger Revenue	Goods Revenue	Mail Revenue	Total
	$	$	$	$
1938	11,000	25,044	436	36,480
1939	10,129	23,311	432	33,869
1940	10,000	20,892	1,000	31,892
1941	11,064	17,352	1,340	29,756
1942	7,732	4,799	591	13,122
1943	7,197	6,392	1,040	14,629
1944	8,537	7,421	2,049	18,007
1945	10,180	15,078	2,435	27,693

It is interesting to note that the proportion of revenue earned from goods traffic is considerably less in latter years than in the pre-war period. Passenger revenue on the other hand is about equal to 1939, whereas mail revenue shows a five-fold increase between 1938 and 1945.

A general conclusion to be drawn from the analysis of the above data of revenue from transportation services and related operating statistics is that the level of air traffic in the area at the present time is definitely lower than during the pre-war years. However, recent statistics indicate that an improvement is taking place. Based on 9 months actual, the estimated 1946 revenue passengers carried should reach a total in excess of 1,300, being an increase of 8.6% over 1945; revenue ton miles of goods carried are indicated at 12,600, an increase of 30.6% over 1945, while mail ton-miles, on the other hand, at 1,700, show a decrease of 34.8%. The company in 1946 will probably fly 600 hours more than in 1945, which is an increase of 54.7%. All the above, however, will not improve the average load for the year 1946, which is estimated to be 382 pounds, as against 403 pounds in 1945. The number of employees reported by M & C Aviation at the end of 1945 was 30, and the total salaries paid amounted to $41,000.

At the hearing in Saskatoon, and in subsequent statements filed with the Board, M & C Aviation gave a breakdown for the

first 6 months of 1946 of the revenue received by point of origin, divided between charter and scheduled services. Two tables have been prepared from this data to indicate, first of all, the importance of the localities served from a traffic-generating point of view, and also, the importance of each service to the total transportation revenue earned by the company:

Analysis of Revenues from Scheduled Points
January 1st to June 30th, 1946

Point of Origin	Passengers	Passenger Revenue	Cargo Revenue
		$	$
Prince Albert.....	111	3,169.62	3,823.30
Lac la Ronge.....	59	1,062.30	425.18
Stanley.....	30	588.00	237.08
Big River.....	-	-	.90
Dore Lake.....	1	12.00	4.24
Beauval.....	10	206.65	-
Ile a la Crosse.....	61	783.90	36.49
Buffalo Narrows.....	29	600.02	2.68
La Loche.....	9	75.75	64.85
TOTAL.....	310	6,498.24	4,594.72

Analysis of Charter Revenue from Named Points
January 1 to June 30, 1946

Point of Origin	Passengers	Revenue
		$
Prince Albert	58	8,305.73
Lac la Ronge	30	1,445.20
Stanley	33	1,288.56
Big River	2	35.00
Beauval	12	472.60
Ile a la Crosse	53	1,870.34
Buffalo Narrows	5	131.70
Lac la Loche	8	240.00
Total.....	201	13,789.13

From a traffic-generating point of view, it is evident that Ile a la Crosse, Lac la Ronge and Stanley are the three localities which provide the most revenue, exclusion being made, of course, of Prince Albert which is a terminal point. Other localities, such as Big River, Beauval, Buffalo Narrows, La Loche and Dore Lake, generate very little traffic. It will also be noted that the volume of revenue during this period amounted to approximately $25,000, out of which 45% was earned on so-called scheduled services, and the balance, or 55% on charter work.

Relatively the same percentages are in evidence during previous years, as indicated by the following table filed by the licensee at the hearing:

Year	Revenue from Scheduled Routes - Goods Mail and Passengers	Revenue from Non-Scheduled Charters from a Designated Base
	$	$
1941 (6 months)	9,948	7,619
1942	13,122	9,067
1943	14,628	13,267
1944	18,006	17,034
1945	18,295	14,926
Total.....	73,999	61,913
Percent	54%	46%

The statistical review does not indicate that there is sufficient community of interest, either between Prince Albert and any of the points in this area, or between any two localities within the area itself, to warrant the operation of regular services. It is true that traffic originates at certain specific points such as Lac la Ronge, Stanley and Ile a la Crosse, but the volume thereof is so small that it could be taken care of by charter operations based at Prince Albert and Meadow Lake.

GROUP III - Section 8

Synopsis of Public Hearing at Saskatoon

A public hearing by the whole Board was held in the Court House, Saskatoon, Sask., on Monday, October 7th, 1946, at which the following parties were represented:-

Canadian Pacific Air Lines Limited -	licencees for C.T.C.(A.T.)81 and 85.
M & C Aviation Company Limited -	licencees for C.T.C.(A.T.)14 and 15.
J.C. Malone, K.C. -	representing Regina Board of Trade.
H.C. Morrow -	representing Saskatoon Board of Trade.
J.M. Cuelenaere -	representing City Council, Prince Albert, Sask., and Prince Albert Board of Trade.
J. Fraser McClellan -	representing City Council, Moose Jaw, Sask., and Moose Jaw Board of Trade.
E.M. Stewart -	representing Town Council of Vermilion, Alta.
H. Cathrea -	representing Town of Meadow Lake, Sask.
J.H. Abbott -	representing City Council of North Battleford, Sask., and North Battleford Board of Trade.
The Honourable J.L. Phelps -	Minister of Natural Resources, Province of Saskatchewan.

Licences C.T.C. (A.T.) 81, 85, 14 and 15.

C.T.C. (A.T.)81 - Representations by Licencee:

The licencee, Canadian Pacific Air Lines Limited, testified that the scheduled landplane air service connecting Moose Jaw, Regina,

Saskatoon, North Battleford and Prince Albert was and will continue to be required by the public convenience and necessity, and that the licencee has carried out his obligations in respect of this service conscientiously and efficiently. The licencee asserted that the passenger rates on this air service are the lowest in Canada, and that service at the presently prevailing rates could not be carried on profitably without the revenue that is now received under the airmail contract with the Postmaster General. Under these circumstances, the licencee said, the schedules for the air service are largely dictated by the requirements of the air mail connecting at Regina with the trans-continental mail route of Trans-Canada Air Lines and, consequently, passengers originating at Moose Jaw and Regina enjoy a greater convenience than do passengers originating at North Battleford or Prince Albert who cannot visit Saskatoon or Regina and return by air within one day. The licencee also pointed out that his schedules are at present restricted for technical reasons as it is not possible, with the present facilities, to operate under instrument conditions into Moose Jaw or Prince Albert. Concerning the question whether the existing licence and the services rendered thereunder best meet the requirements of public convenience and necessity, the licencee argued that the present route terminates at a dead end, and that the public convenience would be better served if the licence were to be extended westward from North Battleford to a terminal at Edmonton, serving Vermilion, Alta., en route. In this way, the route would have large centres of population at each terminal, which would result in improved utilization of aircraft, better load factors and, as a consequence, the opportunity to render better air service to the people of northern Saskatchewan and Alberta.

Representations by other parties

J.C. MALONE, K.C., representing the Regina Board of Trade, presented a submission supporting the continuation of the air service rendered under this licence, and supporting strongly the extension of air service from North Battleford, via Vermilion, to Edmonton. In addition, the submission strongly recommends an air service connection between Regina and Minot, North Dakota, emphasizing that Saskatchewan is the only province of Canada which has no direct air service route to the U.S.A.

H.C. MORROW, representing the Board of Trade of Saskatoon, presented a submission strongly supporting the extension of air service westward from North Battleford to serve the oil and gas producing area of Lloydminster, Sask., and Vermilion, Alta., with terminal at Edmonton. The submission also contained several suggestions for secondary air services originating from Saskatoon, but Mr. Morrow admitted that the Saskatoon Board of Trade has made no detailed study of the traffic potentialities and possible revenues on the routes suggested.

J.M. CUELENAERE, the Mayor of Prince Albert, presented a submission by the Board of Trade of Prince Albert and spoke also on behalf of the City of Prince Albert. He stated that convenience to passengers from Prince Albert southwards is not good because the schedules do not permit business journeys to Saskatoon or points beyond with return by air the same day. He suggested that there should be two services southbound per day from Prince Albert, and expressed the opinion that such an increase in convenience to passengers would be reflected in increased profit to the carrier in spite of the expense of running the additional schedule. He also supported the extension of air service from North Battleford to Edmonton, via Vermilion and, in addition, requested the Board to consider an air service across the northwestern portion of the prairie, connecting through Dauphin, Man., to Prince Albert, Sask., though the bodies he represented have assembled no particular facts to support the latter suggestion.

J. FRASER McCLELLAN presented a joint submission on behalf of the City of Moose Jaw and the Moose Jaw Board of Trade, strongly supporting the renewal of the licence under review and furnishing economic data in proof of the public convenience and necessity. He also drew attention to Moose Jaw's desire to have the use of the airfield formerly occupied by No. 32 S.F.T.S. of the R.C.A.F., especially as this field could more easily be adapted for instrument flying and, lastly, he urged that the City of Moose Jaw should be a stopping point on any daily local service rendered by Trans-Canada Air Lines on the east-west route.

J.H. ABBOTT, on behalf of the City of North Battleford and the North Battleford Board of Trade, presented a submission which furnished evidence in support of public convenience and necessity and the continuation of the licence under review. The submission also supports the extension of air service from North Battleford to Edmonton, and requested consideration of a link right across the northern edge of the prairie to Flin Flon, and an air service connection between North Battleford and Meadow Lake, Sask., which is the most northern point served by rail within the Province, and which is alleged to have more community of interest with North Battleford than with Prince Albert.

E.M. STEWART, representing the Town of Vermilion, Alta., and the Board of Trade of Vermilion, presented a submission by the Board of Trade which contains statistical and economic data tending to prove that the public convenience and necessity requires air service at Vermilion connecting that point to Edmonton on the west and the towns of Saskatchewan to the east.

H. CATHREA, representing the Meadow Lake Board of Trade, supported the continuation of the licence under review and suggested extension of air service from North Battleford, through Vermilion,

to Edmonton.

THE HONOURABLE J.L. PHELPS, speaking on behalf of the Province of Saskatchewan, spoke in favour of the continuation of the service furnished under the licence being reviewed, and also expressed to the Board the need of the Province for an international air service to the United States.

Licence No. C.T.C. (A.T.) 85 - Representation by Licencee

The licencee stated that, with the authority of the Board of Transport Commissioners, no service has been rendered by the licencee since 1942 to any of the points on the licence except Goldfields, Stony Rapids and Fond du Lac, which points have been served through another route. The licencee explained that the Board of Transport Commissioners, in the interests of conservation of aircraft and aviation fuel during the war, had consented that obligations devolving upon the licencee to serve any points other than the three enumerated could be discharged by the M & C Aviation Company Limited of Prince Albert. There were no submissions by any other parties respecting this licence.

Licences C.T.C. (A.T.) 14 and 15 - Submissions by Licencee

The licencee brought evidence to demonstrate that he had fulfilled obligations of the licences conscientiously and with regularity. Concerning the question whether or not the existing licences best meet the requirements of public convenience and necessity, the licencee's evidence indicated that he gets little or no traffic from Meadow Lake and that the service under Licence 14 should originate at Prince Albert instead of at Big River. He adduced evidence from the Post Office and other sources that there is a need for a predictable low frequency schedule to the following points where there is a Post Office:-

Doré Lake
Ile à la Crosse
Buffalo Narrows
La Loche
Lac la Ronge

He expressed the opinion that the following points should be deleted from the licences:-

Dog Lake
Hebden Lake
Souris River
Rottenstone Lake

He brought some evidence of necessity of regular service to Stanley Mission but he brought no evidence respecting the remaining points mentioned on the two licences in question. The licencee quoted permission of the Board of Transport Commissioners to serve Meadow Lake only by prior arrangement where traffic offered. The licencee expressed the opinion that an air link between Edmonton and Prince Albert would tend to increase the traffic on the routes of licences 14 and 15. The

licencee represented that the region served by the air services in question is very sparsely populated, and that the traffic is very thin, that there is a definite necessity for regular service to the outlying settlements, and that the operator of such service should have virtually an exclusive right to all commercial air service revenue in northern Saskatchewan because there is not enough revenue to share with competion, and the essential services could not be rendered profitably at existing rates without the revenue to be derived from charter operations. He stated that, in the last 4½ years, 46% of his entire revenue has been derived from services other than those of a scheduled nature. The licencee testified that he has three contracts with the Post Office, namely Ile à la Crosse to La Loche, via Buffalo Narrows, once a month; Prince Albert to Doré Lake once a week; Prince Albert to Lac la Ronge once a week; but in this connection he pointed out that for the past 14 years he has carried mail free of charge from these Post Offices to all his other points of call as a courtesy to the inhabitants of the territory.

Submissions by other parties

The Honourable J.L. Phelps, on behalf of the Province of Saskatchewan, drew the Board's attention to the fact that the Government of Saskatchewan is operating an air service of its own whose primary purpose is social, charitable and administrative, and that there is a consequent necessity for promoting the construction of landing strips throughout the province. He also expressed the desire of his Government for an air service link southwards from Regina to the U.S.A. He told the Board that the Government of Saskatchewan is keenly interested in the development of air services in the northern part of the province, and that it had every intention of establishing its own air service on a permanent basis, as its past experience had been that charter service for the essential administrative and regulatory operations related to natural resources and social work was both unreliable and excessively costly. He stated that the province has an interest and partial ownership in the fish and furs from the north and that the Government air service intended to fly all Government traffic and that, if necessary, an application would be made to the Board for a licence to operate this kind of commercial air service. He expressed the opinion that the needs of the people in the northern part of the province could be served better by an air service of a non-scheduled nature and that, as the potential revenue would certainly be meagre, such service should be rendered by an operator who has other interests and sources of revenue in the region concerned.

MR. CATHRAE, speaking for the Town of Meadow Lake, submitted that Meadow Lake should be taken off licence No. 14, and stated that the real community of interest was towards North Battleford rather than towards Prince Albert. He had no evidence to support a scheduled air service connecting North Battleford and Meadow Lake.

MR. CUELENAERE presented a brief on behalf of the City of Prince Albert supporting the continuation of licences 14 and 15 with or without modification, and advancing the claims of Prince Albert as the most desirable and advantageous air service gateway to northern Saskatchewan.

SECTION 9

SUMMARY

From a review of the economic characteristics of the area; the available statistical data pertaining to existing air services subject to the review, and having regard to the nature, extent and frequency of the railway, highway and water transportation facilities which are presently available for the service of the public concerned in the area, it would appear that the undermentioned commercial air services would be satisfactory and would adequately meet the present needs of the communities involved.

(a) A commercial air service (scheduled) of relatively high frequency, serving points which the economic analysis shows to be the principal points in the area from the standpoint of air transportation. These points are Regina, Moose Jaw, Saskatoon, Prince Albert and North Battleford, all in the Province of Saskatchewan, and possibly an extension via Vermilion to Edmonton in the Province of Alberta, although the public convenience and necessity for this extension has not been demonstrated to the satisfaction of the Board. The service referred to in this paragraph should be performed by multi-engined aircraft of medium airline type.

(b) A commercial air service (scheduled) of low frequency, or alternatively, a non-scheduled service from Prince Albert and/or Big River to serve Dore Lake, Ile a la Crosse, Buffalo Narrows, La Loche, Lac la Ronge and Stanley Mission. The requirements for service in this area depend primarily upon the fish and fur industry, the locale of which shifts from time to time. This service can best be carried out by the use of "bush type" aircraft which can be operated as seaplanes or skiplanes.

(c) Commercial air services (non-scheduled) operating from convenient bases which are accessible the year round by railway or highway, such as Prince Albert, Big River, Meadow Lake and, perhaps, North Battleford.

(d) Commercial air service to serve points on Lake Athabasca, such as Goldfields, Fond du Lac and Stony Rapids, can best be rendered from a point in Alberta and will be referred to in Group IV.